

# ***NORTHERN ARIZONA REGIONAL TRANSPORTATION COORDINATION PLAN***

*Prepared for the  
Northern Arizona Council of Governments (NACOG)*



***Final Report***

**April 2007**

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## I. INTRODUCTION

The purpose of this document is to address the planning requirement for a *Coordinated Public Transit-Human Services Transportation Plan*. These “*Transportation Coordination Plans*” are specifically mandated in SAFETEA-LU legislation, as well as in subsequent guidance from the Federal Transit Administration (FTA). Beginning in 2007, in order to receive funding under FTA’s Section 5310, Section 5316 and Section 5317 programs, locally derived *Transportation Coordination Plans* must be developed. The FTA also expects Section 5311 and 5307 projects to be included in these *Plans*.

A summary of these FTA programs is provided below.

Section 5310 - Elderly Individuals and Individuals with Disabilities

Provides capital funding for transportation projects that serve the elderly and individuals with disabilities.

Section 5316 - Job Access and Reverse Commute (JARC)

Provides operating, administrative and capital funding for transportation projects that serve low income individuals who need transportation to work or to work-related activities.

Section 5317 –New Freedom

For new programs which provide transportation services which are above the requirements of the Americans with Disabilities Act (ADA).

Section 5311 – Rural Public Transit

Provides operating, administrative and capital funding for public transit projects in Non-Urbanized Areas.

Section 5307 – Urban Formula Program

Provides operating, administrative and capital funding for public transit projects in Urbanized Areas.

In Arizona, the 5310, 5316, 5317 and 5311 programs are managed by the Arizona Department of Transportation (ADOT). Section 5307 programs in small Urbanized Areas (UZAs) also have some, though much less, state involvement.

In order to assist local areas in developing the required *Transportation Coordination Plans*, ADOT has taken a regional approach. Organizations interested in applying for FTA funding were informed that, in order to receive funding, they would need to be included in the Regional Transportation Coordination Plan which was being developed in their area. The rural Councils of Governments (COG) and the small Metropolitan Planning Organizations (MPOs) were asked to serve as facilitators in the development of the *Regional Transportation Coordination Plans*. ADOT hired a consultant team to develop the initial Regional Coordination Plans for the regions in 2006 and 2007.

In the Northern Arizona region, four sub-regions were identified locally, based primarily on transportation service areas. The four sub-regions are: Verde Valley, Apache County/White Mountain, Navajo/Hopi and Coconino. Individual elements of the *NACOG Regional Transportation Coordination Plan* were developed for each sub-region. There

are also two small Urbanized Areas (UZAs) within the NACOG region, Flagstaff and the Prescott area. *Coordination Plans* for these two areas were developed in separate reports.

This *NACOG Regional Transportation Coordination Plan* has been prepared for the Non-Urbanized Areas included in the Northern Arizona Council of Governments (NACOG) planning region. It includes seven chapters. The first two chapters present an Introduction (chapter 1) and a Regional Overview (chapter 2). Chapter 1 provides a context for the plans and the planning process. Chapter 2 presents a summary of the NACOG region as a whole, as well as transportation providers in the area. The next four chapters (chapters 3-6) present individual plan elements for the four identified sub-regions; Verde Valley, Apache County/White Mountains, Navajo/Hopi, and Coconino.

These sub-regional plan elements present more detailed information on each sub-region, including the transit service area, information on existing providers, service gaps, Coordination strategies, and a program of projects for anticipated funding requests.

## II. NACOG REGION OVERVIEW

### **The NACOG Region**

The Northern Arizona region is comprised of four counties, Apache, Coconino, Navajo and Yavapai, as shown in Figure 1. Three incorporated communities are located within Apache County, six within Navajo County and eight within Yavapai County. Coconino has four incorporated communities and shares a portion of Sedona with Yavapai County. The four largest incorporated communities in the NACOG region are Flagstaff, Prescott, Prescott Valley and Winslow. (With respect to this *Regional Transportation Coordination Plan*, the Urbanized Areas of Flagstaff and the Central Yavapai area [Prescott, Prescott Valley and Chino) are covered in their own individual Coordination plans.) Other communities of significant size include Cottonwood, Sedona, Page and Camp Verde. The county seats are located in Saint Johns (Apache), Flagstaff (Coconino), Holbrook (Navajo) and Prescott (Yavapai).

The NACOG region has three major transportation corridors: one north-south corridor goes through the Painted Desert, the other north-south corridor passes through the Chinle Wash basin, and the east-west corridor crosses north central Arizona. Major highways through the Painted Desert corridor include I-17 and US 89. I-17 connects Flagstaff and Phoenix and also provides access to Camp Verde, Cottonwood and McGuireville. US 89 extends north from Flagstaff through Gray Mountain and Cedar Ridge to Page. North of Page, US 89 connects with I-15 in Utah. The other major transportation facilities in this corridor are the airports: Grand Canyon Airport, Page Municipal Airport, Sedona Airport, Cottonwood Airport and Flagstaff Pulliam Airport.

US 191 is the primary roadway through the Chinle Wash basin. On the statewide scale, US 191 runs the length of Arizona, from the Utah border to Mexico. Within the NACOG region, US 191 connects Eagar and St. Johns northward to I-40. The cities of Chinle and Ganado use US 191 to access I-40 to the south. North of Chinle, US 191 provides access into Utah and I-70, as well as linking to US 160 in Durango, Colorado and US 64 to Farmington, New Mexico. Airports within this corridor include Springerville Field, near Eagar, and St. Johns Industrial Airpark. A smaller airport is also located in Chinle.

I-40 is by far the largest surface transportation corridor in the NACOG region. Nationally I-40 traverses the country from Wilmington, North Carolina to Barstow, California, north of Los Angeles. Within the study area, I-40 links Flagstaff with Gallup and Albuquerque, New Mexico to the east and Kingman, Arizona to the west. NACOG cities along I-40, other than Flagstaff, include: Chambers, Holbrook, Winslow, Williams, Ashfork, and Seligman. Parts of I-40 are historically known as “Route 66.” The other important surface transportation mode running through this corridor is the mainline of the Burlington Northern Santa Fe (BNSF) Railroad. This rail line travels between Los Angeles and San Francisco to the west and Dallas and Chicago to the east. Airports in the corridor include: Winslow Municipal, Holbrook Municipal, Flagstaff Pulliam, and Williams Municipal airport.

According to the Arizona Department of Commerce County Profile, 64% of Apache County's 11,211 square miles is covered by Indian Reservation: Apache, Navajo, and Zuni. Another 20% is public lands, including National forests, National monuments and National parks. Among the more notable public lands in Apache County are the Canon de Chelly National Monument, near Chinle, Petrified Forest National Park and the Apache Sitgreaves National Forest. The remaining 16% of the land is held in private and corporate ownership. The southern part of the county is more mountainous and forested, while the northern part of the county is more arid.

Coconino County encompasses a total of 18,608 square miles in the north-central part of both Arizona and the NACOG region. Indian Reservation comprise 45% of the land and are home to the Navajo, Hopi, Paiute, Havasupai, and Hualapai tribes. Federal lands comprise 32% of the county, including the Kaigbab and Coconino National Forests and Grand Canyon National Park. The State of Arizona own another 10% of the country's acreage and 7% is miscellaneous public lands (county and municipal). Only 6% of Coconino County is privately held land.

Navajo County, part of Apache County until 1895, covers 9,955 square miles. Of the total area, 15% is held by various public entities (federal, state and local). 30% is privately held, and Indian Reservation account for the remaining 55%. The Indian Reservations include the Navajo, Hopi, and White Mountain Apache tribes. Like neighboring Apache County, Navajo County has varied climatic and geographic conditions. The northern part of the county is more arid, with mesas and plateaus. In the central portion of the county, the Little Colorado River is fed by various creeks and washes. The southern part of the county is mountainous, with predominantly pine forests.

Yavapai County, in the southwestern part of the NACOG region, covers 8,122 square miles. Approximately 38% of the land area in Yavapai County is within National Forests. Arizona public lands make up another 9%. Together, all the publicly held lands comprise 74% of Yavapai County. Slightly over 26% of the county's land is privately held, with the remainder (less than 1%) in Indian Reservations.

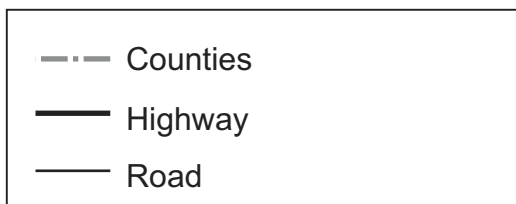
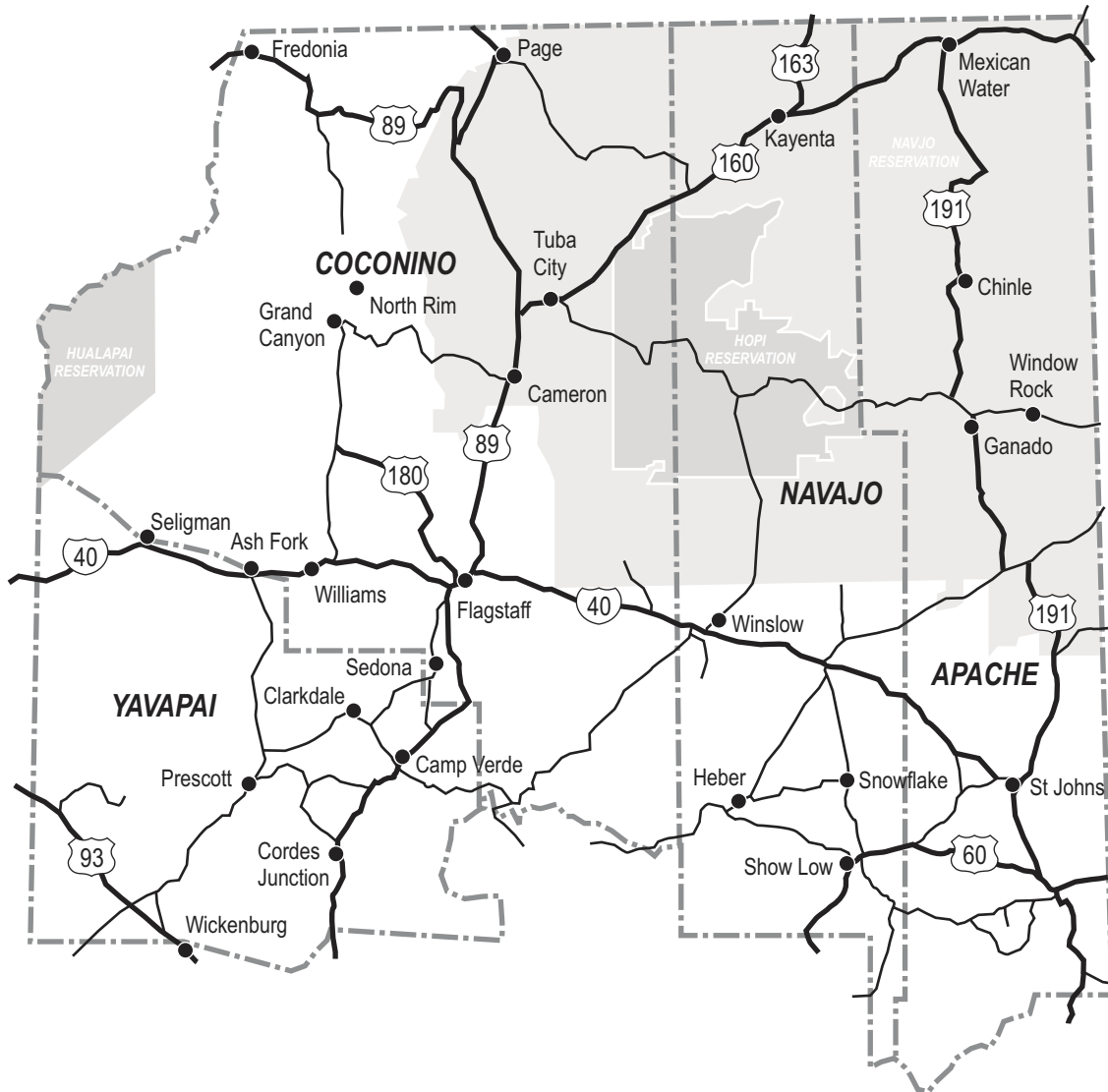


Figure 1  
**NACOG Region**



## **Existing Transportation Providers**

### **Rural Public Transit**

The Federal Transit Administration (FTA) Section 5311 Rural Public Transportation Program provides funds for capital, operating and administrative assistance to local public bodies, nonprofit organizations, and operators of public transportation service in Non-Urbanized Areas. In addition to financial support, technical assistance is provided to transit agencies throughout the state to enhance the access to people in rural areas to healthcare, shopping, education, employment, public services, and recreation.

Currently there are six rural public transit agencies operating in the NAGOG Region. Data on each program is provided in the table on the following page, except for the City of Page which is a new start and did not have financial or operating data available. The City of Sedona began service in 2006, so no performance data was available on that program.

<b>Agency</b>	<b>Cottonwood</b>	<b>Hopi Tribe</b>	<b>Navajo Transit</b>	<b>Sedona</b>	<b>Show Low</b>	<b>COG Total</b>
Service Type	Deviated/DR	Fixed Route	Fixed	Deviated	Fixed/Dev/DR	
# of Vehicles	9	4	3	0	4	20
# of ADA Equipped	9	3	0	0	4	16
<b>Total Expenses</b>	\$ 526,291	\$ 70,992	\$ 633,291	\$ 106,933	\$ 298,579	\$ 1,636,086
<b>Total Revenue</b>	\$ 537,127	\$ 76,116	\$ 633,291	\$ 106,933	\$ 298,579	\$ 1,652,046
Farebox	\$ 88,232	\$ 5,325	\$ 72,450		\$ 28,544	\$ 194,551
Contract	\$ 69,794	\$ -	\$ -		\$ 6,000	\$ 75,794
Federal	\$ 200,602	\$ 39,641	\$ 296,175	\$ 61,082	\$ 148,559	\$ 746,059
State	\$ 12,111	\$ -	\$ -	\$ 40,602	\$ 12,192	\$ 64,905
Local	\$ 166,388	\$ 31,150	\$ 264,666	\$ 5,249	\$ 103,284	\$ 570,737
<b>Capital Expenses</b>	\$ 274	\$ -	\$ -	\$ 56,934	\$ 391,924	\$ 449,132
Federal	\$ 255	\$ -	\$ -	\$ 45,547	\$ 353,101	\$ 398,903
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 19	\$ -	\$ -	\$ 11,387	\$ 38,823	\$ 50,229
<b>Performance</b>						
Vehicle Miles	210,676	104,383	195,623		172,286	682,968
Vehicle Hours	14,787	2,577	5,989		7,456	30,809
Passenger Trips	45,528	5,025	35,700		104,486	190,739
\$/Mile	\$ 2.50	\$ 0.68	\$ 3.24		\$ 1.73	\$ 2.40
\$/Hour	\$ 35.59	\$ 27.55	\$ 105.74		\$ 40.05	\$ 53.10
\$/Trip	\$ 11.56	\$ 14.13	\$ 17.74		\$ 2.86	\$ 8.58

Source: National Transit Database, Rural Data Reporting, July 2005 to June 2006

*City of Cottonwood* - Cottonwood Area Transit System (CATS) provides demand responsive and deviated fixed route service within the City of Cottonwood, Verde Village, Bridgeport Area and the Town of Clarkdale. The service operates Monday through Saturday and uses a fleet of nine vehicles. Demand has grown steadily and CATS now provides approximately 46,000 passenger trips per year.

*Hopi Tribe* - Hopi Senom Transit provides weekday fixed route service through three routes on the reservation to surrounding communities. These include Flagstaff to Kykotsmovi, Leupp, and Tolani Lake Junction, Moencopi to Kykotsmovi, Third Mesa

and Old Oraibi; Keams Canyon to Kykotsmovi, First Mesa and Second Mesa. The service is used primarily for access to employment and provides 5,000 passenger trips per year.

*Navajo Nation* - Navajo Transit provides fixed route service to residents living on or near the Navajo Nation which includes portions of Arizona, New Mexico and Utah. The service area includes the communities of Tuba City, Hopi Community, Steamboat, Toyeyi, Ganado, Window Rock, Fort Defiance, Kayenta, Many Farms and Gallup (NM). The transit system provides more than 35,000 passenger trips per year.

*City of Sedona* – The Sedona Roadrunner began transit service in the fall of 2006. The service is operated and managed by Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). Three services are provided:

- A circulator route service in the gallery and uptown Sedona commercial area.
- An inter-city service from Cottonwood providing commuter service in the morning and evening.
- A paratransit service available within  $\frac{3}{4}$  of a mile of the circulator route.

The service utilizes trolley type vehicles and operates seven day a week.

*City of Show Low and Pinetop/Lakeside* – Four Seasons Connections provides deviated fixed route service within the City of Show Low, the Town of Pinetop/Lakeside, portions of Navajo County and to the Hon-Dah Resort and conference Center. With a fleet of four vehicles, services operate Monday through Saturday and provide over 100,000 passenger trips per year.

*City of Page* – The Helping Hands Agency is a new public transit provider in Page, funded partially through the ADOT 5311 program. They operate three fixed routes: one in Page, one from Page to LeChee and one to Green Haven near the Utah border. Helping Hands also continues to provide Section 5310 service.

Updated and expanded information about these programs are included in the respective chapters for each sub-region, chapters III through VI.

### **Transportation Programs for the Elderly and Persons with Disabilities**

For over twenty years, the Section 5310 Program has been providing private non-profit agencies and public agencies with capital assistance to purchase vehicles and related communication equipment. Statewide over 150 provider-agencies are assisted with funds from the Section 5310 program. Because of the broad range in the number, age and use of vehicles, it is difficult to prepare a detailed inventory of these services.

Based on information from grant applications over the past three years, a list of 5310 vehicles in service in the NACOG region is provided below.

Recipient	# of Service Sites Operated	Vehicles in Service	County
Chinle Nursing Home	2	4	Apache
Chinle Valley School	1	1	Apache
Civitan Foundation	1	1	Coconino
Community Counseling Centers	3	10	Navajo
Helping Hands	7	8	Coconino/Navajo
Moenkopi Senior Center	1	1	Coconino
Rainbow Acres	4	9	Yavapai
Town of Springerville/Round Valley	1	1	Apache
White Mountain Apache	1	1	Apache
Winslow Council on Aging	1	1	Navajo
Yavapai Senior	1	1	Yavapai

Source: Section 5310 Grant Awards for 2004, 2005, 2006

In addition to the agencies shown in the table, the following agencies also provide transportation service: Navajo Area Agency on Aging (AAA), Sawmill Senior Center, Holbrook Senior Center, Hopi Community Health Representatives, Hopi Elderly Centers, Dine Bii Association, Reeves Foundation, Verde Valley Senior Center, Toyey Industries and Sedona Community Center.

Updated and expanded information about these programs are included in the respective chapters for each sub-region, chapters III through VI.

### **Unmet Needs**

There are many unmet transportation needs in the region. Based on stakeholder input received at workshops in December, 2006 and February 2007, these include: funding for service expansion, new and replacement equipment, new service to un-served areas and long distance medical transportation. Additional information regarding rural transit needs will be presented in the Rural Transit Needs Assessment report, to be completed in June, 2007.

### **The Regional Plan Process**

This plan was developed through a collaborative process. Two region-wide workshops were held in Flagstaff, one in December 2006 and one in February 2007. All known existing providers and other stakeholders were invited to participate.

At the December workshop, participants were asked: to summarize existing transportation services and existing Coordination efforts; to identify unmet needs (service gaps); and to explore further Coordination options. Information was presented by the project consultant on: Coordination options; new federal programs and changes to

existing federal programs; and strategies for involving others and developing additional Coordination projects for 2007 and beyond.

Between the December and February workshops, participants were asked to meet on their own to identify additional potential partners and to further explore Coordination opportunities. Based on those discussions, they were asked to submit a draft Coordination planning worksheet to the consultant team by mid-January 2007. Based on those submittals, the consultant team prepared a draft *Regional Transportation Coordination Plan* and sent that out to the region for comment.

In February 2007, a second regional workshop was held. The draft *Regional Transportation Coordination Plan* was presented and comments were solicited. Participants were asked to help fill any gaps in terms of providers included in the plan and to finalize their anticipated funding requests from the FTA 5307, 5310, 5311, 5316 and 5317 programs for the years 2007 through 2009.

This final *Regional Transportation Coordination Plan* was developed based on comments received on the draft plan.

### **Program Priorities and Evaluation Criteria**

#### **Service Priorities**

The following preliminary priorities were established for funding the FTA 5310, 5311, 5316 and 5317 programs. These will be refined in future years.

1. **Need:** projects which address a demonstrated need
2. **Effective use of funds:** projects which provide (or facilitate) a high volume of trips given the resources expended
3. **Collaborative process:** projects developed through a collaborative planning (project development) process
4. **On-street Coordination:** projects which demonstrate sharing of resources. For example, projects showing multiple client use of vehicles will have a higher priority than single-agency services
5. **Operational capability** – projects which are operationally feasible and demonstrate accessibility, safety/training and effective maintenance
6. **Management capability** – grantee agencies which demonstrate strong management capability

#### **Evaluation Criteria**

Regional evaluation teams assembled by COGs and MPOs will provide initial review of applications for FTA projects (excluding 5307). This review process was initially established to assess and rank FTA 5310 applications each year (5311 projects are evaluated through a separate process). After the regional review, the COGs and MPOs forward their prioritized award recommendations to ADOT for its review of overall

program compliance and budget impact, prior to the Department's statewide grant submittal to the FTA.

Beginning in 2007, this same process will also be used for the 5316 and 5317 programs in all regions except Maricopa and Pima counties, which have their own 5316 and 5317 review schedules. ADOT's evaluation criteria, for COGs and MPOs to use in evaluating projects, are included in each grant application packet.

Given changes included in SAFETEA-LU legislation and subsequent FTA guidance, a new "mobility management" function is now included as an allowable expense under the 5307, 5310, 5311 and 5316 programs. As a result, the rural Councils of Governments (COGs) and the Metropolitan Planning Organizations (MPOs) in Urbanized Areas, which host the regional review teams, may be applying for mobility management funds themselves. To avoid conflict of interest with other applications for mobility management applications, ADOT will make a determination relative to these COG or MPO mobility management applications outside of the "regular" project review process, based on its evaluation of how effectively such a function will support the state's Coordination goals and objectives.

The chapters that follow present individual sub-region elements of this Regional Transportation Coordination Plan:

- Chapter III – Verde Valley Sub-Region
- Chapter IV-Apache County/White Mountain Sub-Region
- Chapter V-Navajo/Hopi Sub-Region
- Chapter VI-Coconino Sub-Region.

### III. VERDE VALLEY SUB-REGION

The Verde Valley Sub-region includes the cities of Cottonwood and Sedona, the towns of Camp Verde, Clarkdale, and the surrounding areas.

#### **Existing Transportation Providers**

##### **Public Transit Service**

There are two public transit providers in the Verde Valley Sub-Region, Cottonwood Area Transit (CATS) and the City of Sedona Roadrunner.

##### **City of Cottonwood – Cottonwood Area Transit System (CATS)**

*Cottonwood Area Transit* operates two systems. The first is a demand response system, which operates curb-to-curb Monday through Friday, from 7:00 AM to 5:00 PM and Saturdays from 9:00 AM to 2:00 PM. The second is a checkpoint deviation system which operates Monday through Friday from 7:00AM to 6:00 PM. The service area for both systems includes the Town of Clarkdale, the City of Cottonwood, Verde Villages and the Bridgeport area. Fares on the demand system are \$1.50 one-way within the City of Cottonwood and \$2.00 to the Clarkdale, Verde Village and Bridgeport areas. A 20-ride one-way bus pass can be purchased for \$24.00 for service within the City of Cottonwood and for \$32.00 for service to Clarkdale, Bridgeport and/or the Verde Villages. Special rates are available for low income individuals who qualify. For the checkpoint deviation system, a 20-ride one-way pass can be purchased for \$16.00. There is also a reduced rate pass for low income individuals for this service.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford (2 vehicles)	E-450	2001	14	Yes	Good
Ford (2 vehicles)	E-450	2002	14	Yes	Good
Ford (2 vehicles)	E-450	2003	14	Yes	Good
Ford (2 vehicles)	E-450	2005	14	Yes	Good
Ford	E-450	2006	14	Yes	Excellent

Annual service data for 2005 include the following.

Annual passenger trips:	45,947
Annual vehicle hours:	14,920
Annual vehicle miles:	211,506
Total operating and administrative budget:	\$512,743

In terms of Coordination, CATS currently has transit service contracts with DES/DDD, Long Term Care, Head Start, and NACOG. They integrate transportation services for these clients with the public system to the extent possible. CATS staff has talked to the local senior center and to Austin House, an adult day care service, regarding Coordination but no response has been received to date.

#### City of Sedona – Sedona Roadrunner

The new public transit service operating in Sedona is called the RoadRunner. It is managed and operated by the *Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)*, based in Flagstaff. NAIPTA operates in Sedona under a service contract to the City of Sedona.

The RoadRunner operates four trolley vehicles in Sedona along a fixed route between the Uptown Sedona area and Gallery Row. Service is provided between 9:00 a.m. and 6:30 p.m.

NAIPTA also operates the RoadRunner Cottonwood Express, which provides commuter service between Cottonwood and Sedona. Two morning and two afternoon express runs are provided. Vehicles leave Cottonwood at 7:45 a.m. and 8:45 a.m. and Sedona at 5:50 p.m. and 6:30 p.m.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Supreme	Trolley	2006	24	2	New
Supreme	Trolley	2006	24	2	New
Supreme	Trolley	2006	24	2	New
Supreme	Trolley	2006	24	2	New

The service began in October 2006. No operating or financial data was available.

## Specialized Transportation for the Elderly and Persons with Disabilities

There are also several nonprofit agencies providing transportation in the Verde Valley Sub-region. Summary information on these providers is presented below.

### Rainbow Acres

Rainbow Acres is a group home (ranch) for developmentally disabled adults providing extensive vocational habilitation, educational, social development, physical, recreational, and other total life services. Current transportation service normally takes place in the Verde Valley which is entirely rural and lacks any form of public transit. Service is primarily for the Vocational Habilitation Program, client's employment, and health and social services trips. When not scheduled for these priority activities vehicles may be used for recreational or shopping needs.

The service area includes most of the Verde Valley in eastern Yavapai and southern Coconino Counties, including the towns of Camp Verde, Cottonwood, Clarkdale, and Sedona. Also occasional trips are provided to the Phoenix Metropolitan Area for services not available locally especially health specialists.

Service is normally provided on weekdays during business hours; however, some employment requirements and recreational activities also take place on the weekends.

All clients are developmentally disabled adults, none are capable of transporting themselves. The resident population has increased from 76 to 93 since 2004. The population is currently 25% elderly. As residents age and the overall population increases, the resident elderly population will also continue to increase.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	15-25 foot van	1998	15	0	Good
Chevy	15-25 foot van	2005	7	0	Excellent
Chevy	15-25 foot van	2001	5	0	Good
Ford	15-25 foot van	2005	15	1	Excellent
Chevy	15-25 foot van	2001	5	0	Good



Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	15-25 foot van	1994	15	0	Adequate
Dodge	15-25 foot van	1993	7	0	Good
Ford	15-25 foot van	1998	7	0	Good
Geo	Support vehicle	1993	4	0	Good
Ford	15-25 foot van	1992	15	0	Good

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Dodge	15-25 foot van	1997	7	0	Good
Ford	15-25 foot van	1998	15	0	Good
Mercury	Support vehicle	1998	4	0	Good
Ford	15-25 foot van	1913	7	0	Good

Annual service data for 2005 include the following.

Annual passenger trips:	17,750
Annual vehicle hours:	1,300
Annual vehicle miles:	60,000
Total operating and administrative budget:	\$1,881,275

In terms of Coordination, the Rainbow Acres states that there are no other agencies in Camp Verde that provide service to the same target population. Rainbow Acres population is comprised entirely of individuals with special needs. They do have a reciprocal agreement with Infinia, a managed care facility for back-up transportation, if necessary vehicles are unavailable due to maintenance or repair.

Rainbow Acres continues to develop and enhance programming to benefit its clients, in addition to serving an increasing number of disabled individuals. They currently serve 93 residents and plan to increase the number of residents to 128 in the next few years. As their fleet of vehicles ages, and the resident population grows, they are finding that their need for reliable, safe multi-passenger vehicles continues to grow as well.

Other transportation service providers in the area include: the Sedona-Phoenix shuttle, Cottonwood Area Transit, Coconino-Yavapai shuttle, Gator's Sedona Taxi, and Red Rock Taxi. None of these service providers have the capability to provide qualified support or assistance to their developmentally disabled residents. In addition, the services are cost prohibitive for clients. The shuttle routes and times do not correspond with the needs of clients as they do not provide local transport to multiple locations. Aside from their

current reciprocal agreement with Infinia (as mentioned above), they have not met with the other service providers for the reasons explained. They state, however, that they are open to any communication or Coordination that is feasible for their clients and fits within their mission.

#### Verde Valley Senior Center

The Verde Valley Senior Center provides meals-on wheels to the senior population scattered throughout this vast rural area. Congregate meals are provided in a dining room setting at the Center five days a week. Transportation services are available to the Senior Center, local shopping, banking and medical appointments. The majority of seniors catered to are frail, low-income elderly who cannot afford transportation costs.

The Center has two vehicles: a 2003 Chevrolet Venture mini-van in good condition and a 2003 El Dorado Cutaway with Wheelchair lift, 9 passenger and in good condition.

#### Yavapai Senior Nutrition

Yavapai Senior Nutrition provides transportation services in rural Yavapai County, as well as along the corridor from Cordes Lakes to Prescott Valley. They operate three vans with one stationed in Yarnell, one accessible vehicle operating between Cordes Lakes and Prescott Valley, and one in Black Canyon. They provide approximately 7,000 trips per year with an operating budget of \$42,756 annually. In 2005 they operated approximately 4,000 vehicle miles and carried 6,847 passenger trips. Yavapai Senior Nutrition would like to see a route considered into the urbanized area as part of the service that is established for the Central Yavapai Metropolitan Planning Organization (CYMPO) region. They are included in the CYMPO Regional Transportation Coordination Plan.

#### Sedona Community Center

No information was provided.

### **Assessment of Needs**

Based on stakeholder meetings, the following unmet needs were identified.

- Public transit operating dollars to expand the Cottonwood and Sedona public transit services.
- Consideration should be given to developing a voucher system for all services.
- The Yavapai Meals-on-Wheels program needs van drivers, resources for training, help in managing rider medical needs and help in reducing vehicle insurance. There is no transportation to Prescott for jobs and to doctors. At least one bus a day is needed. Coordination is needed with the Veterans' Hospital/Mayo Clinic.
- The Sedona Community Center needs operating dollars.

### **Coordination Strategies to Address Needs**

There are significant Coordination activities already in place in the Verde Valley. These include the following.

- Cottonwood Area Transit (CATS) – CATS is coordinating with NAIPTA and is on the NAIPTA Board. CATS and NAIPTA are working to coordinate advertising, branding, marketing, writing grants, etc. CATS is also planning a facility with the NAIPTA. The facility will include a wash area, fuel station and shading structures. CATS is also working with the Senior Center and with Infinia to coordinate service on an as needed basis.
- NAIPTA operates the RoadRunner Cottonwood Express which provides commuter service between Cottonwood and Sedona. RoadRunner Cottonwood Express will work with the Sedona Senior Center to operate paratransit service in the Sedona area. NAIPTA's RoadRunner Cottonwood Express will coordinate with Cottonwood Area Transit to transport express riders to the morning pick up points (Garrison Park).

Projected additional Coordination efforts include the following.

- Building a 5,000 square foot transit office.
- CATS potentially doing contract transportation for the senior center so the senior center can focus only on meals on wheels and other specialized services.
- CATS expanding to one or two more busses on the checkpoint deviation system. The system is transitioning from demand response to checkpoint deviation service.
- NAIPTA's RoadRunner Cottonwood Express service expanding to the Village of Oak Creek and West Sedona and providing half hour service during peak hours to and from Cottonwood (Phase II). Then expanding

- seasonal service to Oak Creek Canyon in Phase III.
- NAIPTA's RoadRunner Cottonwood Express will expand to serve the hospital service and medical offices.
- Connector service between Cottonwood Area Transit and the NAIPTA RoadRunner Cottonwood Express in the City of Cottonwood (similar to park and ride).
- Consider establishing a voucher system for all services or form some type of county-wide pool.

### **Sub-region Program of Projects Summary**

Desired projects, by agency and by funding category are listed below. The tables on the following pages show the funding planned by agency for 2007 through 2009.

#### **FTA Section 5310 – Elderly/Disabled Capital**

- Rainbow Acres*: seven 12-passenger Maxivans (no lift/ramp) and six 6 to 7 passenger Minivans (no lift/ramp)
- Verde Valley Senior Center*: one additional vehicle in 2007 and one in 2009.

#### **FTA Section 5316 – Job Access**

- Expanded midday service for low income employees, through a coordinated effort by the NAIPTA RoadRunner Cottonwood Express and Cottonwood Area Transit (shown in FMPO Regional Coordination Plan in 2008).

#### **FTA Section 5317 – New Freedom**

- No projects planned at this time

#### **FTA Section 5311 – Rural General Public**

- Cottonwood Area Transit System (CATS) and NAIPTA will be applying for grant applications for 2007-2008 and in the future.

#### **FTA Section 5307 – Urban General Public**

- No cities over 50,000 population in the sub-region

## PROGRAM OF PROJECTS 2007

Region NACOG Sub-region Verde Valley

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Cottonwood</b>					
Opers/Admin.					
Continue	\$ 528,566	\$ -	\$ -	\$ -	\$ 528,566
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Vehicles	\$ 434,750	\$ -	\$ -	\$ -	\$ 434,750
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -				\$ -
Total	\$ 963,316	\$ -	\$ -	\$ -	\$ 963,316
<b>City of Sedona</b>					
Opers/Admin.					
Continue	\$ -				\$ -
Expand	\$ 605,210				\$ 605,210
Capital					
Replace vehs.	\$ 1,279,763				\$ 1,279,763
Transit facility	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
Maint. Facility	\$ -				\$ -
Total	\$ 1,909,973	\$ -	\$ -	\$ -	\$ 1,909,973
<b>Rainbow Acres</b>					
Vehicle replacemen	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
<b>Verde Valley Senior Center</b>					
Vehicle replacemen	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Page Total</b>	<b>\$ 2,873,289</b>	<b>\$ 144,667</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,017,956</b>

## PROGRAM OF PROJECTS 2007

Region NACOG Sub-region Verde Valley

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Cottonwood</b>					
Opers/Admin.					
Continue	\$ 528,566	\$ -	\$ -	\$ -	\$ 528,566
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Vehicles	\$ 434,750	\$ -	\$ -	\$ -	\$ 434,750
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -				\$ -
Total	\$ 963,316	\$ -	\$ -	\$ -	\$ 963,316
<b>City of Sedona</b>					
Opers/Admin.					
Continue	\$ -				\$ -
Expand	\$ 605,210				\$ 605,210
Capital					
Replace vehs.	\$ 1,279,763				\$ 1,279,763
Transit facility	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
Maint. Facility	\$ -				\$ -
Total	\$ 1,909,973	\$ -	\$ -	\$ -	\$ 1,909,973
<b>Rainbow Acres</b>					
Vehicle replacemen	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667

**PROGRAM OF PROJECTS 2008**Region NACOG Sub-region Verde Valley

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Cottonwood</b>					
Opers/Admin.					
Continue	\$ 623,976				\$ 623,976
Expand	\$ -				\$ -
Capital					
Vehicles	\$ 177,400				\$ 177,400
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -				\$ -
Total	\$ 801,376	\$ -	\$ -	\$ -	\$ 801,376
<b>City of Sedona</b>					
Opers/Admin.					
Continue	\$ 635,583				\$ 635,583
Expand	\$ -				\$ -
Capital					
Replace vehs.	\$ 50,000				\$ 50,000
Transit facility	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Maint. Facility	\$ -				\$ -
Total	\$ 1,685,583	\$ -	\$ -	\$ -	\$ 1,685,583
<b>Rainbow Acres</b>					
Vehicle replacemen	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
<b>Verde Valley Senior Center</b>					
Vehicle replacemen	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Page Total</b>	\$ 2,486,959	\$ 144,667	\$ -	\$ -	\$ 2,631,626

**PROGRAM OF PROJECTS 2008 (page 2)**

**Region** \_\_\_\_\_ **NACOG** \_\_\_\_\_ **Sub-region** \_\_\_\_\_ **Verde Valley** \_\_\_\_\_

<b><u>Agency</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Sedona Community Center</b>					
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Grand Total</b>	<b>\$ 2,486,959</b>	<b>\$ 144,667</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,631,626</b>



## PROGRAM OF PROJECTS 2009

Region NACOG Sub-region Verde Valley

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Cottonwood</b>					
Opers/Admin.					
Continue	\$ 644,181				\$ 644,181
Expand	\$ -				\$ -
Capital					
Replace vehs.	\$ 181,000				\$ 181,000
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -				\$ -
Total	\$ 825,181	\$ -	\$ -	\$ -	\$ 825,181
<b>City of Sedona</b>					
Opers/Admin.					
Continue	\$ 651,473				\$ 651,473
Expand	\$ 681,488				\$ 681,488
Capital					
Replace vehs.	\$ 1,480,720				\$ 1,480,720
Transit facility	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
Maint. Facility	\$ -				\$ -
Total	\$ 3,313,681	\$ -	\$ -	\$ -	\$ 3,313,681
<b>Rainbow Acres</b>					
Vehicle replacemen	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
<b>Verde Valley Senior Center</b>					
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Page Total</b>	\$ 4,138,862	\$ 144,667	\$ -	\$ -	\$ 4,283,529

**PROGRAM OF PROJECTS 2009 (page 2)**

**Region** \_\_\_\_\_ **NACOG** \_\_\_\_\_ **Sub-region** \_\_\_\_\_ **Verde Valley** \_\_\_\_\_

<b><u>Agency</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Sedona Community Center</b>					
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>0</b>					
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Grand Total</b>	<b>\$ 4,138,862</b>	<b>\$ 144,667</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,283,529</b>

## IV. APACHE COUNTY/WHITE MOUNTAIN SUB-REGION

The Apache County/White Mountain Sub-Region includes the communities of Show Low, Pinetop-Lakeside, Holbrook, Winslow, Snowflake, Taylor, Springerville, Eagar, St. Johns and other areas in Apache and Navajo Counties outside of the Navajo and Hopi Indian Reservations.

### Existing Transportation Providers

#### **Public Transit**

There is only one public transit provider in the sub-region, the Four Seasons Connection operating in the Show Low, Pinetop-Lakeside area.

#### Four Seasons Connection

The Four Seasons Connection provides deviated fixed route service that runs 12 hours a day, Monday through Saturday. The route runs through all of Show Low and Pinetop/Lakeside. Most of riders are elderly and/or disabled.

#### Vehicle Inventory:

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	E450	2005	16	2	Good
Ford	E450	2005	16	2	Good
Ford	E450	2001	16	2	Fair
Ford	E450	1998	16	2	Fair

Annual service data for 2005 include the following.

Annual passenger trips:	104,462
Annual vehicle hours:	7,456
Annual vehicle miles:	172,112
Total operating and administrative budget:	\$392,280

In terms of Coordination, the cities of Show Low and Pinetop/Lakeside have come together to make the transit program possible. The system is available for organizations for their clients to get them where they need to go. Four Seasons Connection serves the Hon-Dah Casino on the Apache Reservation. This allows many individuals from the Reservation to come into Pinetop and Show Low using our system.

## Specialized Transportation for the Elderly and Persons with Disabilities

There are also several nonprofit agencies providing transportation in the Apache County/White Mountain Sub-region. Summary information on these providers is presented below.

### Town of Springerville/Round Valley Senior Center

The Round Valley Senior Center provides residents of the Springerville and Eagar areas with local transportation services for seniors, age 60 and older. Service is available from 8 AM until 2 PM every Monday through Friday.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Dodge Ram	1 Ton Conversion Van	2001	9	2	Good

Annual service data for 2005 include the following.

Annual passenger trips:	6,007
Annual vehicle hours:	1,560
Annual vehicle miles:	8,456
Total operating and administrative budget:	\$42,157

In terms of Coordination, the Round Valley Senior Center also provides assistance for two disabled individuals who need transportation during the course of the year. There are numerous other individuals who could benefit from additional transportation services, were they available in the Round Valley area.

The Round Valley Senior Center is planning to further coordinate with the White Mountain Communities in providing transportation.

### Rim Country Senior Center (Heber)

The Rim Country Senior Center provides transportation in Heber, using two vans. One van accommodates 6 passengers, the other, 12 passengers. Neither vehicle is wheelchair accessible. The 6-passenger van is used five days a week, approximately 3 hours per day. It takes seniors to the center for noon meals. The larger van is used to transport seniors in

town to doctors' appointments, for shopping and to the aquatic center for therapy and fund-raisers.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Van	2003	6	0	Good
GMC	Van	2006	12	0	Excellent

Annual service data for 2006 include the following.

Annual passenger trips: 536  
 Annual vehicle hours: 530  
 Annual vehicle miles: 7,800  
 Total operating and administrative budget: \$29,746

In terms of Coordination, no current Coordination is in place and none is planned since there are not other known providers in the community. No additional FTA funding is anticipated during the next three years (through 2009).

#### Holbrook Senior Center

The Holbrook Senior Center provides transportation for elderly and disabled residents of the area. Transportation service is provided Monday through Friday from 9:00 AM to 3:00 PM.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford E-350	Maxivan	1993	n/a	1	Fair
Dodge	Maxivan	2001	11-15	1	Fair
Supreme	Bus	2001	n/a	2	Fair

Annual service data for 2005 include the following.

Annual passenger trips: 3,643  
 Annual vehicle hours: 1,500  
 Annual vehicle miles: 15,161  
 Total operating and administrative budget: \$30,821

In terms of Coordination, the Holbrook Senior Center states there are few transportation options for seniors that are affordable. The Center, however, does make referrals to the local taxi company now and then. They also contract with private sector providers who accept participant's health plans for non-emergency medical transportation.

The Holbrook Senior Center intends to apply for replacement vehicles in each of the next three years, 2007 through 2009.

#### Community Counseling Centers

Community Counseling Centers, Inc. provides transportation to AHCCCS enrolled individuals to and from health care appointments. Service is provided throughout Navajo County.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Maxivan	2005	10	Yes	Very Good
Chevy	Van	2002	10	No	Poor
Ford	Eldorado	2002	10	No	Poor
Chevy	Uplander Mini	2005	10	No	Good
Chevy	Uplander Mini	2005	10	No	Very Good
Chevy	Uplander Mini	2005	10	No	Very Good
Chevy	Van	2003	10	No	Fair
Chevy	Uplander Mini	2005	10	No	Very Good
Chevy	Van	2002	10	No	Poor
Ford	Maxivan	2005	10	Yes	Very Good

Annual service data for 2005 include the following.

Annual passenger trips:	12,000
Annual vehicle hours:	11,130
Annual vehicle miles:	333,400
Total operating and administrative budget:	\$10,516,958

In terms of Coordination, it was stated that Coordination is needed for non-health needs with available transportation services.

#### AIRES, Inc.

AIRES, Inc. was founded in 1986 and is a non-profit organization providing services to individuals with developmental disabilities. AIRES' mission is to provide legendary human services by promoting the values of: empowerment, mutual respect, passion,

accountability, trust, honesty, and a “Yes we can” attitude. AIRES currently serves over 400 consumers throughout the state of Arizona. Services provided include residential living, daytime activity programs, pre-vocational training, vocational rehabilitation, in-home supports and adult and child developmental homes.

Services are designed to meet the needs of the consumer and their families. The aim is to support the aspirations of our consumers and their families, to remove barriers, and empower each individual through self determination and dignity of risk.

AIRES, Inc. currently has a fleet of 82 vehicles statewide. They provide transportation for our consumers to/from work or day programs, medical appointments, shopping, church, leisure activities, etc. Transportation is provided to consumers in each region in which we are located: Phoenix, Tucson, Sierra Vista, Casa Grande, Prescott/Prescott Valley and the White Mountains.

### Reeves Foundation

The Reeves Foundation, LLC is a human service organization providing a broad array of services to individuals with developmental disabilities in Apache and Navajo Counties. The agency focuses on assisting individuals with developmental disabilities in living independent self-determined, quality filled lives that promote successful integration and participation into the community. The individuals served range from ambulatory to non-ambulatory-wheelchair bound; requiring the use of specialized wheelchair lift vans. They offer services to individuals 24hrs per day 7 days per week.

They provide community access that meets all of the mobility needs of many individuals with disabilities. They transport consumers for medically necessary appointments to specialists all over the State of Arizona. They make recreational-travel dreams possible throughout the state as well as into other states for disabled individuals who would otherwise not have the opportunity.

The Foundation strives to maintain and increase self-sufficiency, mobility and community access of consumers. Their objective is to facilitate these needs by transporting the consumer to and from the designated locations at the specified times. They provide non-emergency ground transportation to consumers for medical, dental and therapy appointments. In addition, they meet the transportation needs of individuals to and from their day treatment and training programs; to and from their places of employment; to and from shopping facilities, banking institutions and various other community resources. Additionally, they provide transportation which allows for the recreational, spiritual and social needs of the individuals.

Appropriate assistance is available for the consumer to assist with safe loading/unloading of the vehicle and getting him/her to the desired destination. Each vehicle is equipped with a cellular telephone for notification of any delays or emergencies. Vehicles used for transportation are maintained and driven by qualified, insured staff with satisfactory

driving records. A company maintenance plan is implemented on a monthly inspection basis to ensure the safety of the consumer. The agency realizes that vehicles are an important investment and crucial tool to transport consumers safely to and from destinations.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	F350	1998	15	3	Adequate
Ford	F150	1997	7	2	Adequate
Dodge	Chrysler	1990	4	0	Adequate

Annual service data for 2006 are estimated below.

Annual passenger trips:	10,950
Annual vehicle hours:	5,110
Annual vehicle miles:	54,000
Total operating and administrative budget:	\$78,000

With respect to Coordination the Reeves Foundation is willing to coordinate with local agencies to meet the transportation needs of the community. Apache County does not currently have a local public transportation system, nor is there access to local taxi service. The population that is served by Reeves Foundation is not capable of independent transportation. The individuals require assistance for access to the community and services. There are known cases in the County where individuals are going without services due to lack of access to appropriate transportation. The Foundation plans to expand its service area to make it possible for more individuals to have community and service access.

#### Winslow Council on Aging

The Winslow Council on Aging provides daily transportation for seniors, age 60 and older and personal with disabilities of any age. Service is provided to and from the Senior Center, to non-emergency medical appointments, to shopping and social activities. Service is provided between 8:30 a.m. and 4:00 p.m. using two vehicles: an 11-passenger van with a wheelchair lift and a 12-passenger van. Approximately 300 trips are provided monthly.

#### Concho CAN! (Concho Community Action Network)

Concho CAN! operates the Concho Activity Center and provides programs, services, and activities for Concho area residents. They currently have no vehicles and there is no



public transportation available in the area. They serve a large, low income population which includes many elderly and disabled individuals. Concho residents must travel 20 to 40 or more miles for high school, higher education, shopping, employment, and health care. There are many who could benefit from having transportation services, if they were available in the Concho area.

### **Assessment of Needs**

Based on stakeholder meetings, the following needs were identified.

- Springerville/Eagar service has very limited by funding
- White River Community has old vans
- Veterans need additional service.
- Rural county areas not served at all
- New Head Start rules for transportation make Coordination difficult
- Unmet needs cuts across all services – veterans, seniors, medical assistance

### **Coordination Strategies to Address Needs**

Coordination strategies identified by stakeholders included the following.

- Get the Counties involved in both funding and Coordination
- Remove inequities of rural human service funding statewide
- Very limited opportunities for Coordination due to lack of operating funds and long distances traveled.

### **Sub-region Program of Projects Summary**

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

#### **FTA Section 5310 – Elderly/Disabled Capital**

*-Town of Springerville/Round Valley Senior Center:* One 5310 vehicle in 2007 or 2008

*-Rim Country Senior Center:* No anticipated requests.

*-Holbrook Seniors:* plan to apply for replacement vehicles in each of the next three years (2007 through 2009)

*-AIRES:* two 12-passenger maxivans and one cutaway in 2007, two cutaway vans with lifts in 2008. No van request foreseen in 2009.

*-Community Counseling Centers:* Replace two vehicles each year, 2007-2009.

*-Reeves Foundation:* Four vehicles (two replacement and two expansion) in each year, 2007-2009.

*-Winslow Council on Aging:* No vehicle requests anticipated

-*Concho CAN!* will apply for Section 5310 funding for a lift-equipped cutaway van in 2007 and one in 2009.

FTA Section 5316 – Job Access

-No projects planned at this time

FTA Section 5317 – New Freedom

-No projects planned at this time

FTA Section 5311 – Rural General Public

-*City of Show Low*: No information presented

-*Town of Springerville/Round Valley Senior Center*: Interest in 5311 program

-*Concho CAN!* is interested in applying for 5311 funding to provide rural public transportation at the next application opportunity.

FTA Section 5307 – Urban General Public

-No cities over 50,000 population in the sub-region

**PROGRAM OF PROJECTS 2007**Region NACOG Sub-region Apache Co/White Mountain

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Show Low</b>					
Opsers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Town of Springerville/Round Valley Senior Center</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Rim Country Senior Center</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Holbrook Senior Center</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>AIRES</b>					
Replacement vehicle	\$ -	\$ 136,000	\$ -	\$ -	\$ 136,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 136,000	\$ -	\$ -	\$ 136,000
<b>Page Total</b>	\$ -	\$ 180,000	\$ -	\$ -	\$ 180,000

**PROGRAM OF PROJECTS 2007 (page 2)**

<b>Region</b>	<u>NACOG</u>		<b>Sub-region</b>	<u>Apache Co/White Mountain</u>	
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>
<b>Community Counseling</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Reeves Foundation</b>					
Replacement vehicle	\$ -	\$ 68,500	\$ -	\$ -	\$ 68,500
Expansion vehicle	\$ -	\$ 68,500	\$ -	\$ -	\$ 68,500
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 137,000	\$ -	\$ -	\$ 137,000
<b>Winslow Council on Aging</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Concho CAN!</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Page Total	\$ -	\$ 229,000	\$ -	\$ -	\$ 229,000
<b>Grand Total</b>	\$ -	\$ 409,000	\$ -	\$ -	\$ 409,000

## PROGRAM OF PROJECTS 2008

<b>Region</b>	<u>NACOG</u>		<b>Sub-region</b>	<u>Apache Co/White Mountain</u>	
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>
<b>City of Show Low</b>					
Opers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Town of Springerville/Round Valley Senior Center</b>					
Replacement vehicle	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Rim Country Senior Center</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Holbrook Senior Center</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>AIRES</b>					
Replacement vehicle	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
<b>Page Total</b>	\$ -	\$ 188,000	\$ -	\$ -	\$ 188,000

**PROGRAM OF PROJECTS 2008 (page 2)**

<b>Region</b>	<u>NACOG</u>		<b>Sub-region</b>	<u>Apache Co/White Mountain</u>	
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>
<b>Community Counseling</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Reeves Foundation</b>					
Replacement vehicle	\$ -	\$ 68,500	\$ -	\$ -	\$ 68,500
Expansion vehicle	\$ -	\$ 68,500	\$ -	\$ -	\$ 68,500
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 137,000	\$ -	\$ -	\$ 137,000
<b>Winslow Council on Aging</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Concho CAN!</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ 181,000	\$ -	\$ -	\$ 181,000
<b>Grand Total</b>	\$ -	\$ 369,000	\$ -	\$ -	\$ 369,000

**PROGRAM OF PROJECTS 2009**Region NACOG Sub-region Apache Co/White Mountain

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Show Low</b>					
Opers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Town of Springerville/Round Valley Senior Center</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Rim Country Senior Center</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Holbrook Senior Center</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>AIRES</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Page Total</b>	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000

**PROGRAM OF PROJECTS 2009 (page 2)**

<b>Region</b>	<u>NACOG</u>		<b>Sub-region</b>	<u>Apache Co/White Mountain</u>	
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>
<b>Community Counseling</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Reeves Foundation</b>					
Replacement vehicle	\$ -	\$ 68,500	\$ -	\$ -	\$ 68,500
Expansion vehicle	\$ -	\$ 68,500	\$ -	\$ -	\$ 68,500
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 137,000	\$ -	\$ -	\$ 137,000
<b>Winslow Council on Aging</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Concho CAN!</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ 181,000	\$ -	\$ -	\$ 181,000
<b>Grand Total</b>	\$ -	\$ 225,000	\$ -	\$ -	\$ 225,000



## V. NAVAJO/HOPI SUB-REGION

The Navajo/Hopi Sub-region includes the two Reservations and the surrounding area.

### **Existing Transportation Providers**

#### **Public Transit**

There are two public transit providers in the Navajo Sub-Region, Navajo Transit System and Hopi Senom Transit.

#### **Navajo Transit System**

The Navajo Transit System (NTS) has provided fixed route public transportation since 1980 on the Navajo Nation in the states of Arizona, New Mexico and Utah. NTS operates an extensive service throughout the Nation yet serves only 41 out of 110 Chapters (communities). Despite the long history of service, it has not significantly expanded or enhanced the scope of its operation, maintenance functions or facilities since its creation.

NTS operates an essential mobility program throughout its 27,000 square mile service area. Some of its routes function as intercity type services, linking distant portions of the Nation. The Navajo Nation, the largest Native American tribe, provides services and programs for tribal residents. Services are provided primarily in Window Rock and Fort Defiance, Arizona which are not centrally located within the Nation. For transit dependent persons, Navajo Transit represents the only means of reaching these services, which include health care, education, job placement and training and government services. Although the Nation's unemployment rate is 40%, there are jobs available, but primarily in the larger communities of Window Rock, Fort Defiance, Chinle, Kayenta, Tuba City, and Page on the Reservation and in the neighboring communities of Gallup, Flagstaff and Holbrook.

NTS began fixed route transit service in 1980. It currently utilizes fifteen vehicles to operate seven routes, generally between 5:00 AM and 8:30 PM, Monday through Friday. Five of the seven routes operate one round trip per day between outlying communities and Window Rock/Fort Defiance. These long distance services are oriented to workers and students. The two other routes provide service to Gallup New Mexico and operate a total of six round trips per day. A route-by-route description is provided below.

*Route 1 Tuba City-Window Rock* – This route operates 160 miles along AZ 264, serving the communities of Tuba City, Toyey, St. Michaels and Window Rock. One round trip is provided each weekday. The vehicle leaves Tuba City at 6:00 AM and arrives in Window Rock at 9:50 AM. The return trip begins at 3:00 PM from Window Rock, arriving in Tuba City at 6:50 PM.

*Route 2 Toyei-Window Rock* – This route operates 62 miles along AZ 264 and BIA 9031, serving the communities of Toyei, Ganedo, St. Michaels and Window Rock . One round trip is provided each weekday. The vehicle leaves Toyei at 6:15 AM and arrives in Window Rock at 7:38 AM. The route also services a number of local stops in Window Rock. The return trip begins at 5:05 PM from Window Rock, arriving in Toyei at 6:55 PM.

*Route 3 Kayenta–Fort Defiance* – This route operates 140 miles along BIA 12, US 191 and US 160, serving the communities of Kayenta, Chinle, Tsaile, Fort Defiance and Window Rock. One round trip is provided each weekday. The vehicle leaves Kayenta at 5:55 AM and arrives in Fort Defiance at 10:15 AM. The return trip begins at 3:30 PM from Window Rock, arriving in Kayenta at 6:55 PM.

*Route 4 Crownpoint-Fort Defiance* – This route operates 32 miles along US 491 and AZ 264, serving the communities of Crownpoint, NM, Window Rock and Fort Defiance. One round trip is provided each weekday. The vehicle leaves Crownpoint at 5:40 AM and arrives in Fort Defiance at 7:55 AM. The return trip begins at 5:00 PM from Fort Defiance, arriving in Crownpoint at 7:15 PM.

*Route 5 Gallup-Window Rock-Fort Defiance* – This route operates 31 miles along AZ 264 and US 491, serving the communities of Fort Defiance, Window Rock and Gallup, NM. Four round trips are provided each weekday. The first vehicle leaves Fort Defiance at 5:30 AM and arrives in Gallup at 6:20 AM. The last round trip begins at 5:05 PM from Fort Defiance, arriving in Gallup at 6:40 PM and returning to Fort Defiance at 7:45 PM.

*Route 5B & 3B Tsaile-Gallup* – This route operates 74 miles along BIA 12, AZ 264 and US 491, serving the communities of Fort Defiance, Tsaile, NM and Window Rock. Two round trips are provided each weekday. The first vehicle leaves Fort Defiance at 5:00 AM and arrives in Window Rock at 10:10 AM and back to Fort Defiance at 10:50 AM. The last round trip begins at 2:05 PM from Fort Defiance, arriving in Fort Defiance at 8:00 PM.

*Route 7 Shiprock-Farmington-Window Rock* – This route operates 159 miles along US 666, US264E, US550S and AZ264, serving the communities of Shiprock, NM, Farmington, NM and Window Rock. One round trip is provided each weekday. The vehicle leaves Shiprock at 6:04 AM and arrives in Window Rock at 10:10 AM. The return trip begins at 2:00 PM from Fort Defiance, arriving in Shiprock at 6:25 PM. The route provides substantial local service within the community of Shiprock.

The fares for service vary depending on the length of the trip, ranging from \$.25 for local one-way stops to \$13.05 to travel from Fort Defiance to Tuba City, a distance of 160 miles. Trips are discounted from 15% to 50% depending on one-way versus round trip travel and rider demographics. Senior citizens and the disabled receive the highest

discount at 50%. Commuter passes for ten or more trips are also available at a 20% reduction.

The route system appears sound in origin and destination relative to the population of the Reservation; however, overall area coverage is limited. The distances covered by the Navajo Transit System are great and many of the smaller communities throughout the Reservation that are not directly on the highway system are not served.

Many of the routes originate in outlying towns without vehicle maintenance facilities. The primary maintenance facility is located in Fort Defiance in a building that also houses the administrative staff. There is substantial “dead time” for vehicles in the late morning, early afternoon hours. The “dead” hours in the middle of the day are used to provide maintenance on vehicles as they return to the administrative and maintenance facility in Fort Defiance.

The Navajo Transit System uses fifteen vehicles to provide the fixed route general public service throughout the Reservation. Of these, two are full-size motor coaches, nine are mid-sized buses and four are vans. Four vehicles have in excess of 200,000 miles, another four are high mileage and/or full depreciated. Additionally, NTS has ten full-sized motor coaches specifically set aside to provide charter service. These ten charter vehicles were funded by the Department of the Interior’s Bureau of Indian Affairs and are only available as spares to the general public system. The table below presents the fixed route vehicle inventory for NTS.

<b>Navajo Transit System Fixed Route Fleet</b>								
<u>Veh #</u>	<u>Year</u>	<u>Make/Model</u>	<u>Odometer</u>	<u>Seating Capacity</u>			<u>Replace Condition</u>	<u>Year</u>
			<u>Reading</u>	<u>Amb.</u>	<u>WC</u>	<u>Total</u>		
7747	1986	MCI 102A3	183,718	47		47	Poor	2005
7749	1998	Thomas Trans	87,470	49		49	Fair	2008
2026	2000	Eldorado Aero	101,657	29		29	Good	2007
2027	2000	Eldorado Aero	57,452	29		29	Very Good	2010
2028	2000	Eldorado Aero	85,678	29		29	Good	2009
2029	2000	Eldorado Aero	58,787	29		29	Very Good	2009
3030	1989	Eldorado Escort	3,891	25		25	Very Good	2008
3031	1993	Eldorado Nation	313,614	21	2	21	Poor	2003
3032	1996	Chevy Command	51,567	12	2	12	Good	2007
3033	1997	Chevy Command	73,817	18		18	Fair	2006
3034	1997	GMC Supreme	265,961	21		21	Poor	2004
2010	1986	GMC Mini Van	214,316	7		7	Poor	2004
2013	1993	Ford Van	290,292	13		13	Poor	2003
2014	2000	Dodge 35W	46,316	15		15	Very Good	2007
2015	2000	Dodge 35W	57,297	15		15	Good	2006

Although the general status of the fixed route public transit fleet appears acceptable, in terms of mileage and condition, most of the vehicles in service are light and medium duty buses designed to fully depreciate within five years to seven years, indicating that some are being over-utilized and need to be replaced. There was not a Capital Improvement Program (CIP) for vehicles available from NTS, so it assumed that vehicles are replaced as funds become available. The final column of the table identifies a replacement year.

Annual service data for 2005 include the following.

Annual passenger trips:	33,976
Annual vehicle hours:	6,025
Annual vehicle miles:	203,633
Total operating and administrative budget:	\$547,105

### Hopi Senom Transit

The Hopi Senom Transit program is a public transportation service operating a fixed-route schedule serving customers from Flagstaff, Keams Canyon and Tuba City to the Hopi Tribal Complex (transfer station). Routes are on and near the Hopi reservation; fares are minimal with discounts for the youth and elderly passengers. Service is provided Monday through Friday between the hours of 6:00 AM to 7:00 PM daily. Employees are the highest ridership on Hopi Transit as the transfer station is located at the Hopi Tribal Headquarters. Employees arrive at the complex shortly before 8:00 AM. Riders travel locally and to Flagstaff and Tuba City for medical appointments, shopping and other personal business not available on the Hopi reservation.

A vehicle inventory is shown below.

<b>Vehicle Make</b>	<b>Vehicle Model</b>	<b>Year</b>	<b># of Seats</b>	<b># W/C Tie-Downs</b>	<b>Condition</b>
Ford	Van	2002	15	1	Fair
Ford	Glaval Bus	2003	15	1	Good
Ford	El Dorado Bus	2004	15	1	New
Chevy	Van	2004	15	0	Good

Annual service data for 2005 include the following.

Annual passenger trips:	4,281
Annual vehicle hours:	2,539
Annual vehicle miles:	119,731
Total operating and administrative budget:	\$129,700

In terms of Coordination, the Hopi Tribal organization is comprised of various public service programs providing transportation services for the entire population of the Hopi and parts of the Navajo reservation. Vehicles to provide transportation services are limited to certain program needs due to funding sources. A Transportation plan should be developed to organize services between contract/grant, Federal and State funded

programs to maximize use of vehicles. Use of ADA and non-ADA equipped vehicles are available through the Transit Program (5311 Rural Public Transportation) under the Special Services program.

### **Specialized Transportation for the Elderly and Persons with Disabilities**

There are also several nonprofit agencies providing transportation in the Navajo/Hopi Sub-region. Summary information on these providers is presented below.

#### Dine Bii Association for Disabled Citizens

The Dine Bii Association for Disabled Citizens, Inc. (DADC) is an organization established in Tuba City, Arizona, that serves the western portion of the Navajo Nation. DADC is responsible to provide quality, individualized services to the special needs of children and adults, who are handicapped and/or disabled. DADC strives to provide a caring, family-oriented atmosphere.

DADC has a need to provide transportation for its clients within the Tuba City area and other satellite facilities within the Navajo Nation. They have recently opened a new facility located in Kayenta, Arizona, which has three group homes. DADC is in the planning stages of building another new facility in the Pinon, Arizona community as well. These two communities are in the rural portion of the Navajo Reservation with minimal transit opportunities. Individuals within these communities have to rely on privately owned vehicles, hitchhiking or requesting friends, family members to transport them to their intended destination. There is a public transit bus that provides minimal transportation opportunity from Kayenta, which runs once a day from Kayenta, returning same day to Kayenta. Due to the limitation of this transit system, DADC cannot rely on this system to meet their daily needs. The Pinon community does not have a public transit system, so leaving the community to rely on their own mode of transportation.

DADC, Inc. provides transportation to and from medical appointments; transportation to and from shopping centers in nearby towns; recreational trips for all disabled citizens that it serves within these communities. DADC is a fulltime provider, 24/7. Due to the large area of the Navajo Reservation, the DADC has a tremendous need for dependable vehicles that will enable transport for the disabled/handicapped individuals being serviced within one of the satellite areas.

A vehicle roster is provided in Appendix B. There are several older vehicles that will need to be replaced.

#### Toyei Industries

Toyei Industries, Inc. (TII) is located on the Navajo Reservation and serves Native American adults with serious mental illness, as well as the developmentally disabled. TII

is an Intermediate Care Treatment Facility which provides rehabilitative service 24 hours a day, 7 days a week.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Dodge Ram	Maxivan	1992	6	4	Poor
Ford	Maxivan	1995	4	4	Fair

Annual service data for 2005 include the following.

Annual passenger trips:	260
Annual vehicle hours:	520
Annual vehicle miles:	30,000
Total operating and administrative budget:	\$ n/a

In terms of Coordination, Toyei Industries is a nonprofit organization serving the Navajo Reservation. It provides Coordination services to 50 disabled residents, who reside in a residential facility and three group homes located in the community. TII needs reliable transportation service because of the rural area covering several thousand square miles. Toyei provides an array of service including Day Treatment Program at the community setting, Home and Community Based Services, providing care in resident's homes, transportation for education trips, therapeutic home passes for residents, medical needs and emergency transportation.

#### Chinle Nursing Home

Residents are taken to appointments at the Public Health Service offices or to dialysis treatment. Service is available seven days a week, all hours of the day.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Dodge	Maxivan	1999	6	2	Good
Ford	Taurus	2005	6	2	Good/New
Ford	Explorer	2005	6	2	Good/New

Annual service data for 2005 include the following.

Annual passenger trips:	3,500
Annual vehicle hours:	2,000
Annual vehicle miles:	21,360
Total operating and administrative budget:	\$1,611,027

In terms of Coordination, nothing was mentioned in the agency survey.

Shonto Chapter (Western Agency)

The Shonto Chapter would like to expand transportation service and coordinate among five chapters of the Navajo Nation (Kaibeto, Shonto, Inscription House, Tonalea and Navajo Mountain) to provide transportation for the elderly and disabled. Service is provided to healthcare providers from 8:00 a.m. to 5:00 p.m., Monday through Friday, when their families are not there to assist with transportation or when they don't meet the ALTCS qualification.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Raised roof body	Raised roof van	2007	12 passenger	2-wheelchair	new
On chassis cut			Van	Lift	
Away with two Wheelchair lifts.					

Annual service data for 2005 include the following.

Annual passenger trips: 250 (estimate)  
 Annual vehicle hours: 1,250  
 Annual vehicle miles: n/a  
 Total operating and administrative budget: \$208,686

A request will be submitted to transportation for Shonto, Inscription House, Navajo Mountain, Kaibeto and Tonalea Chapters, to serve area residents who have no transportation to come to the local Inscription House Health Clinic for their healthcare and appointments. Many times, the elderly and disabled never come back for there appointments due to lack of transportation.

Shonto Chapter (on behalf of Inscription House Senior Center)

The Inscription House Senior provides services to older individuals through the provision of congregate meals, home delivered meals, social services, and the provision of volunteer opportunities for elders to assist special and/or exceptional needs children.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
--------------	---------------	------	------------	-----------------	-----------

GMC	Suburban, 4W	2002	3 bench/ 2 bucket	none	Over 110,000 miles
GMC	Savana Van 3500	2000	12 passenger: 4 bench, 2 bucket	none	223,000+ miles

Annual service data for 2005 include the following.

Annual passenger trips: n/a  
 Annual vehicle hours: 1,920  
 Annual vehicle miles: n/a  
 Total operating and administrative budget: \$ 38,000

#### Department of Navajo Veterans Affairs

The Department of Navajo Veterans Affairs (DNVA) will provide van transportation service for veterans and veterans with disabilities to clinics and hospitals located in Phoenix, Prescott and other clinic locations in Arizona. A van transportation policy is being drafted to ensure rider safety, driver qualifications and other provisions. Transportation hours will be during regular work hours from 8a:00 a.m. to 5:00 p.m. and occasionally irregular hours due to distances traveled.

Currently the organization has one 2004 two-seat GMC vehicle with no wheelchair spaces. The agency currently serves approximately 2,300 veterans. The lack of transportation has persisted on the reservation; particularly for elder veterans with disabilities and those living in remote locations.

#### Nahata Dzil Senior Cneter

No information provided

#### Sawmill Senior Cneter

No information provided

#### Hopi Tribe – Office of Elders

Transportation is provided for Hopi Elders from the Hopi Villages of Bacavi, Hotevilla, Kykotsmovi, Shongopavi, Sipaulovi, Mishongnovi, and 1<sup>st</sup> Mesa Villages to the Kykotsmovi Nutrition Center and back. Hopi Elders from Moenkopi Village are transported to the Moenkopi Nutrition Center. The Nutrition Program Services include



hot meals, nutrition education, grocery shopping, and physical exercise. Services are provided five days a week. All Elders transported are 60 years and older. Approximately fifteen Elders are transported at one time.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford-wheelchair	Econo Van	1998	15 passenger	2	Fair
Chevy	Van	2003	15 passenger		Good
Ford	Van	1997	15 passenger		Poor

Annual service data for 2005 include the following.

Annual passenger trips:	600
Annual vehicle hours:	1,068
Annual vehicle miles:	16,560
Total operating and administrative budget:	\$22,343

With respect to Coordination, the Elders Program states that it is specifically for transportation to nutrition centers where meals are served. Other needs are partially met by programs providing transport for shopping and visit to nursing homes in the Phoenix area. Coordination between the Community Health Representatives and Tribal Transit can be developed to improve access to health care centers at Polacca and Tuba City. Grocery shopping at Winslow, Tuba City or Flagstaff is needed. Transport to get to other service agencies like Social Security, DES, and Employment Office are needed. Other needs are vehicle replacement as current transport vans are in need of replacement.

#### Hopi Tribe – Community Health Representatives (CHRs)

The Hopi Transportation Services is funded by 638 funds-IHS (CHR Program). Transportation services are offered to residents of the Hopi reservation on daily basis (Mon.-Fri.) for medical appointments and dialysis treatment at the Hopi Health Care Center. Hours of services are 5 AM to 9 PM. Transportation is provided for anyone from birth to elderly. Dialysis patients are primarily elderly. There are approximately 6-8 clients that require the wheelchair van.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Chevy Van	1GAGG25U74114189	2004	12 Passenger	0	Fair
Chevy Van WC	1GAHG39R911205483	2001	3	2	Fair
Toyota Sienna Mini Van	5TDZA23C15S322592	2005	5	0	New
Toyota Sienna Mini Van	5TDZA23C86S516988	2006	5	0	New

Annual service data for 2005 include the following.

Annual passenger trips:	1,200
Annual vehicle hours:	2,880
Annual vehicle miles:	2,564
Total operating and administrative budget:	\$29,319

With respect to Coordination, CHRs are able to call on another program for vans (including wheel-chair vans) whenever a need arises. In terms of other Coordination opportunities, the Transportation Program could also coordinate with local non-profit self advocacy groups (special needs); community elderly programs for transportation needs for meetings and activities.

#### Hopi Tribe – Vocational Rehabilitation

The Office of Special Needs provides transportation services to consumers ages birth to 64 yrs. The Early Intervention Program transports consumers to medical appointment, specialty clinics. The Vocational Rehabilitation program transports consumers based on their Individual Plan for Employment, this is comprehensive and includes shopping, medical appointments and interviews. Transportation also includes transport to advocacy meetings, activities for individuals with disabilities, and support group meetings.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Chevy	Wind Star – ADA	2003	3	1	Fair
Ford	Taurus	2005	5	0	Fair Excessive Miles
Ford	Explorer	2003	5	0	Poor Excessive Miles

Annual service data for 2005 include the following.

Annual passenger trips:	n/a
Annual vehicle hours:	n/a
Annual vehicle miles:	30,000 (est.)
Total operating and administrative budget:	\$250,654

In terms of Coordination, it was suggested that a transportation program be developed that will meet the needs of programs that provide transport services to consumers. The program should be designed to meet the needs of their consumers, therefore designed by programs who would all contribute to the operation of the program.

#### Kykotsmovi Village Senior Center

The Senior Center of Kykotsmovi Village on the Hopi reservation provides wellness, educational, and recreational activities as well as transportation to the seniors of the Hopi village of Kykotsmovi, Arizona. Regularly scheduled activities include: exercise programs, cultural presentations, arts and crafts programs, fundraisers, and field trips. Transportation is provided directly to and from the homes of the seniors to the Senior Center, as well as to border towns for field trips and shopping trips.

The service area includes the village of Kykotsmovi, Arizona, located on the Hopi reservation, as well as to neighboring villages and border towns including Flagstaff and Winslow, Arizona. Service is provided Monday-Thursday during business hours, although some field trips and activities may occur on the weekends. With the addition of another vehicle, the program plans to expand the number of seniors reached through this program, as well as expand the programmed activities.

Current transportation services are limited to one passenger van which is shared by other village programs and is not equipped to offer services for those seniors and residents in wheelchairs.

Daily participation at the Senior Center in Kykotsmovi reaches to 18-20 participants, and is severely limited due to transportation constraints. The population of Kykotsmovi is just over 800, approximately 11% of whom are seniors (88 seniors). The Senior Center would like to be able to serve a greater percentage of the seniors in their community, as well as guests from other villages.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Chevy	Express van	1999	12	0	Good

Annual service data for 2005 include the following.

Annual passenger trips:	466
Annual vehicle hours:	1,548
Annual vehicle miles:	5,320
Total operating and administrative budget:	\$43,438

### Moenkopi Senior Center

Moenkopi Senior Center's mission is to improve the quality of life for elders by offering recreational, educational, health/wellness and social activities and by providing support services for all elders including special services for those with physical impairments.

All of our clients that we serve range in age from 55 to 92, of those we have some elders and some with disabilities that use special apparatus (i.e. cane, walker, wheelchair) to assist themselves in getting around.

In 2006 we submitted for our first Section 5310 Grant for a van with a wheelchair lift and it was approved, so we should be receiving our first van anytime now. In 2007 we will submit for a 12 passenger van and 2008 we will submit for 7 passenger van.

Our service is normally provided on weekdays during business hours. We also have special activities that require the use of the vans, such as to meetings at the elderly services/nutrition program, fun trips for our elders, transporting to hospital for their dr. visits, to pick up medicines, shopping trips this is other then the daily transport to and from the Senior Center.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Windstar	2002	7	None	Running/Fair

Annual service data for 2005 include the following.

Annual passenger trips:	396
Annual vehicle hours:	600
Annual vehicle miles:	670
Total operating and administrative budget:	\$85,000

The organization coordinates with the Upper Village of Moenkopi to use their van and also with the Moenkopi Youth Program to use their 12 passenger van to transport elders. At this present time the Senior Center does not have any vehicles.

### Moenkopi Youth Program

The Moenkopi Youth Program has a 15-passenger van which is used to transport youth. If we need additional assistance we coordinate with the Upper Village of Moenkopi.

The Moenkopi Youth Program has been meeting with the Hopi Tribe Community Health Representatives, Kykotsmovi Elderly Center, Hopi Disabilities Program and the Hopi Tribe Elderly Services to see explore possibilities to coordinate services. The first meeting was Friday, March 9, 2007. The Moenkopi Youth Program is also discussing

the possibility of applying for Mobility Management funds to work with several agencies' transportation needs.

### **Assessment of Needs**

Based on comments from the stakeholder meeting the Hopi Nation has the following unmet needs.

- People fall through the cracks, especially those who are not Medicaid eligible but still need medical service.
- Vehicle replacement
- A grant writer

Those representing the Navajo Nation, expressed the following needs.

- Transit service needed to outlying areas.

### **Coordination Strategies to Address Needs**

Representatives from the Hopi Tribe identified the following strategies for additional Coordination.

- Talk and work together on the Reservation.
- Coordination with other providers.
- Barriers to Coordination – AAA – age 60. Pnp has more flexibility.

Representatives from the Navajo Nation identified the following strategies for additional Coordination.

- Internal tribe services need to work with adjacent providers (Hopis and the City of Page).

### **Sub-region Program of Projects Summary**

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

#### **FTA Section 5310 – Elderly/Disabled Capital**

-*Dine Bii Association for Disabled Citizens*: two vehicles in 2007 and 2008 and three in 2009.

-*Toyei Industries*: Needs six passenger vans with wheelchair lifts and restraints. It is anticipated that replacement vehicles will be applied for in each of the next three years, 2007 through 2009.

-*The Chinle Nursing Home* intends to apply for one replacement vehicle and one vehicle for expanded service in 2007. They would like operating

assistance but they are not eligible for 5311 funding unless they open their service to the general public.

-*Shonto Chapter (Western Region)*: One vehicle over the next three years.

-*Inscription House Senior Center*: One vehicle over the next three years.

-*Navajo Department of Veterans Affairs*: One van in 2007.

-*Nahata DZill Senior Center*: Potentially one cutaway van in 2008.

-*Sawmill Senior Center*: No information provided.

-*Hopi Tribe Office of Elders*: No vehicle requests indicated.

-*Hopi CHRs*: One wheelchair accessible van and one standard van. In 2008 and 2009.

-*Hopi Vocational Rehabilitation*: One lift-quiipped van in 2008.

-*Kykotsmovi Village Senior Center*: One van in 2007 or 2008.

-*Moenkopi Senior Center*: One 12-passenger van in 2007 and one in 2008.

-*Moenkopi Youth Program*: One replacement vehicle, and potentially Mobility Management funds in 2007; expanded service vehicles in 2008 and 2009.

FTA Section 5316 – Job Access

-No projects planned at this time

FTA Section 5317 – New Freedom

-No projects planned at this time

FTA Section 5311 – Rural General Public

-Navajo Transit System: Continuation of service.

-Hopi Senom Transit: No information provided.

FTA Section 5307 – Urban General Public

-No cities over 50,000 population in the sub-region

## PROGRAM OF PROJECTS 2007

Region NACOG Sub-region Navapai/Hopi

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Navajo Transit</b>					
Opers/Admin.					
Continue	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
Expand	0	\$ -	\$ -	\$ -	\$ -
Capital					\$ -
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
<b>Hopi Senom Transit</b>					
Opers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					\$ -
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Dine Bii Association</b>					
Replacement vehicl	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
<b>Toyei Industries</b>					
Replacement vehicl	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
<b>Page Total</b>	\$ 1,200,000	\$ 141,000	\$ -	\$ -	\$ 1,341,000

## PROGRAM OF PROJECTS 2007 (page 2)

Region NACOG Sub-region Navapai/Hopi

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Chinle Nursing Home</b>					
Replacement vehicle	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Expansion vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 92,000	\$ -	\$ -	\$ 92,000
<b>Shonto Chapter (Western Region)</b>					
Replacement vehicle	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Inscription Senior Center</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Navajo Department of Veterans Affairs</b>					
Replacement vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Page Total	\$ -	\$ 184,000	\$ -	\$ -	\$ 184,000



**PROGRAM OF PROJECTS 2007 (page 3)**Region       NACOG       Sub-region       Navapai/Hopi      

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Hopi CHRs</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Hopi Voactional Rehab</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Kykotsmovi Senior Center</b>					
Replacement vehicl	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Meonkopi Senior Center</b>					
Replacement vehicl	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
<b>Meonkopi Youth Program</b>					
Replacement vehicl	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Page Total	\$ -	\$ 114,000	\$ -	\$ -	\$ 114,000
<b>Grand Total</b>	\$ 1,200,000	\$ 439,000	\$ -	\$ -	\$ 1,639,000

## PROGRAM OF PROJECTS 2008

Region NACOG Sub-region Navapai/Hopi

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Navajo Transit</b>					
Ops/Admin.					
Continue	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
Expand	0	\$ -	\$ -	\$ -	\$ -
Capital					\$ -
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
<b>Hopi Senom Transit</b>					
Ops/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					\$ -
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Dine Bii Association</b>					
Replacement vehicl	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
<b>Toyei Industries</b>					
Replacement vehicl	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
<b>Page Total</b>	\$ 1,200,000	\$ 141,000	\$ -	\$ -	\$ 1,341,000

**PROGRAM OF PROJECTS 2008 (page 2)**

**Region** \_\_\_\_\_ **NACOG** \_\_\_\_\_ **Sub-region** \_\_\_\_\_ **Navapai/Hopi** \_\_\_\_\_

<b><u>Agency</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b>Total</b>
<b>Chinle Nursing Home</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Shonto Chapter (Western Region)</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Inscription Senior Center</b>					
Replacement vehicle	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Navajo Department of Veterans Affairs</b>					
Replacement vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000

**PROGRAM OF PROJECTS 2008 (page 3)**

**Region** \_\_\_\_\_ **NACOG** \_\_\_\_\_ **Sub-region** \_\_\_\_\_ **Navapai/Hopi** \_\_\_\_\_

<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>
<b>Hopi CHRs</b>					
Replacement vehicl	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
<b>Hopi Voactional Rehab</b>					
Replacement vehicl	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Kykotsmovi Senior Center</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Meonkopi Senior Center</b>					
Replacement vehicl	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
<b>Meonkopi Youth Program</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Page Total	\$ -	\$ 176,000	\$ -	\$ -	\$ 176,000
<b>Grand Total</b>	\$ 1,200,000	\$ 365,000	\$ -	\$ -	\$ 1,565,000

## PROGRAM OF PROJECTS 2009

Region NACOG Sub-region Navapai/Hopi

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Navajo Transit</b>					
Opers/Admin.					
Continue	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
Expand	0	\$ -	\$ -	\$ -	\$ -
Capital					\$ -
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
<b>Hopi Senom Transit</b>					
Opers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					\$ -
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Dine Bii Association</b>					
Replacement vehicl	\$ -	\$ 144,000	\$ -	\$ -	\$ 144,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 144,000	\$ -	\$ -	\$ 144,000
<b>Toyei Industries</b>					
Replacement vehicl	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
<b>Page Total</b>	<b>\$ 1,200,000</b>	<b>\$ 189,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,389,000</b>

**PROGRAM OF PROJECTS 2009 (page 2)**

Region       NACOG       Sub-region       Navapai/Hopi      

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Chinle Nursing Home</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Shonto Chapter (Western Region)</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Inscription Senior Center</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Navajo Department of Veterans Affairs</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ -	\$ -	\$ -	\$ -

**PROGRAM OF PROJECTS 2009 (page 3)**Region       NACOG       Sub-region       Navapai/Hopi      

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Hopi CHRs</b>					
Replacement vehicl	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
<b>Hopi Voactional Rehab</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Kykotsmovi Senior Center</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Meonkopi Senior Center</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Meonkopi Youth Program</b>					
Replacement vehicl	\$ -	\$ -	\$ -	\$ -	\$ -
Expansion vehicle	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Page Total	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
<b>Grand Total</b>	\$ 1,200,000	\$ 299,000	\$ -	\$ -	\$ 1,499,000

## VI. COCONINO SUB-REGION

The Coconino Sub-region includes the cities of Page and Williams and the surrounding areas.

### Existing Transportation Providers

#### **Public Transit**

There is only one public transit provider in the sub-region, the new 5311 public transit service in Page.

#### Helping Hands Agency

The Helping Hands Agency is a new 5311 provider. In the past they only provided 5310 service for the elderly and disabled. Helping Hands uses a total of 8 vehicles, 7 with lifts. They operate 3 fixed routes – one in Page, one from Page to LeChee, one to Green Haven (near Utah border). They serve Page, Lechee, Wahweap and Antelope Marines, Greenhaven, Bigwater, as well as limited service to Kaibeto and Tuba City. Helping Hands is currently carrying 135 people per day, mostly seniors, mostly to work.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	E-350 bus	2004	10	8	Excellent
Ford	E-350 bus	2004	10	8	Excellent
Ford	E-350 bus	2004	10	8	Excellent
Ford	E-350 bus	2003	10	8	Excellent
Ford	E-350 Cutaway	2005	11	8	Excellent
Ford	Van	2006	12	0	New
Ford	Van	2006	12	0	New

Annual service data for 2005 include the following.

Annual passenger trips:	46,575
Annual vehicle hours:	15,125
Annual vehicle miles:	700,000
Total operating and administrative budget:	\$ n/a

In terms of Coordination, Helping Hands has been the provider for all the social service transportation in Page: DDD, CPS, YTP, and RSA, as well as doing most of the non-emergency medical transportation. The only other provider in Page is the senior center



and most seniors use the Helping Hands system anyway, although there is currently no specific Coordination arrangement between the two agencies.

In early 2007 Helping Hands began planning a transportation Coordination effort with the Moenkopi/Tuba senior and youth centers. The coordinated service will utilize Helping Hands' current twice-daily trips to better advantage my marketing to the other groups.

### **Specialized Transportation for the Elderly and Persons with Disabilities**

There are also specialized transportation providers in the sub-region.

#### Page Senior Center

The Page Senior Center provides daily on-call transportation for seniors using two vehicles. Trips operate to and from the Senior Center, around the Page area and out of town. Seniors are brought to the Center for recreation and meals and are taken around the city to doctors and hospitals and for shopping. Trips are provided out of town for medical and shopping. Hours of operation are 8:00 AM to 4:00 PM Monday thru Friday, and Saturdays if needed. Areas serviced are Page, Flagstaff and St. George, Utah. Riders are senior age and/or handicap.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Small van/bus	2003	10	2	Good
Ford	Extended van	1998	12	1	Fair

Annual service data for 2005 include the following.

Annual passenger trips:	3,550
Annual vehicle hours:	1,800
Annual vehicle miles:	6,500
Total operating and administrative budget:	\$ 20,000

In terms of Coordination, the Senior Center does some referrals to the local taxi cab. In the future they intend to coordinate more with the public transit service recently initiated in Page, operated by Helping Hands.

#### Civitan Foundation

The mission of the Civitan Foundation of Arizona/Southern Nevada, Inc. is to provide life-enhancing experiences for individuals with physical and mild mental challenges. The

foundation owns and operates Camp Civitan in Williams, AZ, where eight one-week summer camp sessions host approximately 320 individuals each summer. The service area includes Maricopa, Yavapai, and Coconino Counties (via I-17). Transportation is provided to individuals with developmental disabilities, between Phoenix and rural Williams, AZ, and from Camp Civitan in Williams to rural sites on the Colorado Plateau that include (but are not limited to) the Grand Canyon, Sunset Crater, Walnut Canyon, Wupatki Monument, Deer Park, Flagstaff's historic Riordan Mansion, and the Williams public swimming pool. Trips are for recreational and educational purposes.

Transit service is provided Monday through Sunday, from 8:00 AM to 5:00 PM.

Campers are almost equally divided between male and female individuals ages 8-65+, and 90% are from low-income families. Ethnicity of campers includes Caucasian, Hispanic, Native American, African American, and Asian American individuals.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
El Dorado	Aerotech van	2002	12	2	Very Good
El Dorado	Maxi-van	2002	15	0	Very Good

Annual service data for 2005 include the following.

Annual passenger trips:	112
Annual vehicle hours:	1,092
Annual vehicle miles:	15,000
Total operating and administrative budget:	\$327,250

With respect to Coordination, Civitan states that, as far as they know, there is no single transportation service available to individuals with developmental disabilities that operates within Williams and surrounding areas with regular, scheduled long-distance transport. In the region of Williams, Arizona, the following transportation services have been identified:

- The Williams Senior Center/Community Services Office - This organization uses one van for transportation of clients within a 2-3 mile radius of the center for medical appointments (once a week) and for a once-a-week shopping trip to Flagstaff, but it would not be adequate for use by disabled individuals.
- Smitty's Taxi Service - This taxi business rarely transports passengers outside of the local Williams area. They do not have any vehicle large enough to transport

disabled ambulatory passengers in a group of 10-15 from Phoenix to Williams (and return), or for trips to other locations on the Colorado Plateau.

- Mountain Line Transit - This transit company in Flagstaff provides transportation in the greater Flagstaff area (30 miles east of Williams) and as far as we know, is not planning to expand services to Williams.

There is currently no umbrella agency in Arizona that is directly responsible for providing transportation services to developmentally disabled individuals who avail themselves of the services and outreach provided by the Civitan Foundation of Arizona, Inc. at Camp Civitan in Williams. There are not any FTA programs that provide long distance transportation throughout the State of Arizona to their clientele for purposes of respite and recreational camp activities at Camp Civitan.

At the end of 2003, the Civitan Foundation, Inc. was awarded a contract with the Arizona Dept. of Economic Security/Division of Developmental Disabilities as a Qualified Vendor of weekday and weekend respite and transportation services to disabled (including elderly) individuals in Arizona. Additionally, efforts have been made with the Williams Senior Center.

Civitan is currently able to transport individuals to Camp Civitan on a first-come (called), first-served basis. When reservations for a given day's activity (whether it is shuttle service or a field trip) are full, they are not able to accommodate additional passengers, and they attempt to make alternative arrangements. The increase in the level of service provided to developmentally disabled individuals by the Civitan Foundation is the result of extended year-round respite care provided at the Camp Civitan facility (per their AZDES/DDD contract), as well as additional events such as the Winter Special Olympics that will be hosted at Camp Civitan. Civitan is also now qualified to provide transportation services to DDD eligible clients. As the level of services provided by Civitan increases, there is the need for additional transportation to accommodate the increasing number of developmentally disabled individuals in their area.

As mentioned above, efforts have been made with the Williams Senior Center to coordinate services to fill gaps for both agencies. Civitan states that it would be happy to partner with other organizations serving its target population in providing service when feasible and they state that they hope additional Coordination opportunities will be made possible as a result of the current planning effort to improve Coordination of human service transportation programs.

#### Coconino County Community Services

Coconino County Community Services provides two transportation services. One program provides transportation for seniors between Flagstaff and Williams for shopping, recreation and for medical services. This service operates one or two days a week, depending on weather. One vehicle is based in Flagstaff and one in Williams. In addition,

a pilot county-wide program is currently underway which provides a subsidy to seniors who find their own driver for trips throughout the county.

A vehicle inventory is presented below for the Flagstaff-Williams service. Coconino County Community Services also has 10 other vehicles it uses for meals-on-wheels.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Cutaway	2005	10	2	Good
Ford	Minivan	1999	9	0	Fair

Annual service data for 2005 include the following.

Annual passenger trips:	2,062
Annual vehicle hours:	900
Annual vehicle miles:	38,600
Total operating and administrative budget:	\$454,000

In the future it is hoped that public transit service will operate between Williams and Flagstaff, between Winslow and Flagstaff and between Page and Flagstaff. Better service in general for low come individuals and seniors.

The vehicle request for Coconino County Community Services is included in the Flagstaff Regional Transportation Coordination Plan.

### **Assessment of Needs**

Based on stakeholder meetings, the following needs were identified.

- There are local funding issues, given the fact that the City of Page provides no funding for the new Helping Hands 5311 public transit service.
- The new service is having difficulty keeping up with demand.
- More service needed to Green Haven (near Utah border).

### **Coordination Strategies to Address Needs**

Based on stakeholder input, the following strategies are identified.

- More Coordination between the two agencies as well as Coordination with Navajo and Hopi services.
- Get more seniors to transition to public service so senior service can better serve most challenging needs/trips.

### **Sub-region Program of Projects Summary**

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

#### **FTA Section 5310 – Elderly/Disabled Capital**

- Page Senior Center: replacement vehicles, each year 2007 through 2009.
- Civitan: one 12-passenger van with lift, two 12-passenger vans without lift, and one 4x4 (for example, a Suburban)
- Coconino County Community Services: Vehicle replacement in 2008. Their request is included in the FMPO Regional Coordination Plan.

#### **FTA Section 5316 – Job Access**

- No projects planned at this time

#### **FTA Section 5317 – New Freedom**

- No projects planned at this time

#### **FTA Section 5311 – Rural General Public**

- Helping Hands: Continue the current 5311 program

#### **FTA Section 5307 – Urban General Public**

- There are no cities over 50,000 population in the sub-region

## PROGRAM OF PROJECTS 2007

Region \_\_\_\_\_NACOG\_\_\_\_\_ Sub-region \_\_\_\_\_Coconino\_\_\_\_\_

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Helping Hands Agency</b>					
Opers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Page Senior Center</b>					
Vehicle replacemen	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Civitan</b>					
Vehicle replacemen	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Administration	\$ -	\$ -	\$ -	\$ -	\$ -
Operations	\$ -	\$ -	\$ -	\$ -	\$ -
Capital	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 88,000	\$ -	\$ -	\$ 88,000

## PROGRAM OF PROJECTS 2008

Region \_\_\_\_\_NACOG\_\_\_\_\_ Sub-region \_\_\_\_\_Coconino\_\_\_\_\_

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Helping Hands Agency</b>					
Opers/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Page Senior Center</b>					
Vehicle replacemen	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Civitan</b>					
Vehicle replacemen	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Administration	\$ -	\$ -	\$ -	\$ -	\$ -
Operations	\$ -	\$ -	\$ -	\$ -	\$ -
Capital	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000

## PROGRAM OF PROJECTS 2009

Region \_\_\_\_\_NACOG\_\_\_\_\_ Sub-region \_\_\_\_\_Coconino\_\_\_\_\_

<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Helping Hands Agency</b>					
Ops/Admin.					
Continue	\$ -	\$ -	\$ -	\$ -	\$ -
Expand	\$ -	\$ -	\$ -	\$ -	\$ -
Capital					
Replace vehs.	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Page Senior Center</b>					
Vehicle replacemen	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Civitan</b>					
Vehicle replacemen	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Administration	\$ -	\$ -	\$ -	\$ -	\$ -
Operations	\$ -	\$ -	\$ -	\$ -	\$ -
Capital	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000



## **VII. REGIONAL PROGRAM OF PROJECTS SUMMARIES**

The tables on the following pages presents a summary of funding requests in the NACOG Region, for each of the FTA funding programs, by year.

**PROGRAM OF PROJECTS - NACOG REGION (2007)**

<b><u>Sub-region</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Verde Valley</b>					
City of Cottonwood	\$ 963,316	\$ -	\$ -	\$ -	\$ 963,316
City of Sedona	\$ 1,909,973	\$ -	\$ -	\$ -	\$ 1,909,973
Rainbow Acres	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
Verde Valley Sr Ctr	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Sedona Com. Ctr.	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 2,921,289	\$ 96,667	\$ -	\$ -	\$ 3,017,956
<b>Apache County/White Mountain</b>					
Four Seasons Conn.	\$ -	\$ -	\$ -	\$ -	\$ -
Springerville/Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Rim County Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Holbrook Senior Ctr		\$ 44,000	\$ -	\$ -	\$ 44,000
AIRES	\$ -	\$ 136,000	\$ -	\$ -	\$ 136,000
Com. Counseling	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Reeves Foundation	\$ -	\$ 137,000	\$ -	\$ -	\$ 137,000
Winslow Aging	\$ -	\$ -	\$ -	\$ -	\$ -
Concho CAN!	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Subtotal	\$ -	\$ 409,000	\$ -	\$ -	\$ 409,000
<b>Navajo/Hopi</b>					
Navajo Transit	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
Hopi Senom Transit	\$ -	\$ -	\$ -	\$ -	\$ -
Dine Bii Association	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Toyei Industries	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
Chinle Senior Center	\$ -	\$ 92,000	\$ -	\$ -	\$ 92,000
Shonto Chapter	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Inscription Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Navajo Veterans	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Hopi CHRs	\$ -	\$ -	\$ -	\$ -	\$ -
Hopi Voc. Rehab.	\$ -	\$ -	\$ -	\$ -	\$ -
Kykotsmovi Seniors	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Moenkopi Seniors	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Moenkopi Youth	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Subtotal	\$ 1,200,000	\$ 439,000	\$ -	\$ -	\$ 1,639,000

**PROGRAM OF PROJECTS - NACOG REGION (2007) (page 2)**

<b><u>Sub-region</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Coconino</b>					
Helping Hands	\$ -	\$ -	\$ -	\$ -	\$ -
Page Senior Center	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Civitan	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Subtotal	\$ -	\$ 88,000	\$ -	\$ -	\$ 88,000
<b>Total</b>	\$ 4,121,289	\$ 1,032,667	\$ -	\$ -	\$ 5,153,956

**PROGRAM OF PROJECTS - NACOG REGION (2008)**

<b><u>Sub-region</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Verde Valley</b>					
City of Cottonwood	\$ 801,376	\$ -	\$ -	\$ -	\$ 801,376
City of Sedona	\$ 1,685,583	\$ -	\$ -	\$ -	\$ 1,685,583
Rainbow Acres	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
Verde Valley Sr Ctr	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Sedona Com. Ctr.	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 2,486,959	\$ 144,667	\$ -	\$ -	\$ 2,631,626
<b>Apache County/White Mountain</b>					
Four Seasons Conn.	\$ -	\$ -	\$ -	\$ -	\$ -
Springerville/Seniors	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Rim County Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Holbrook Senior Ctr		\$ 44,000	\$ -	\$ -	\$ 44,000
AIRES	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Com. Counseling	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Reeves Foundation	\$ -	\$ 137,000	\$ -	\$ -	\$ 137,000
Winslow Aging	\$ -	\$ -	\$ -	\$ -	\$ -
Concho CAN!	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ 369,000	\$ -	\$ -	\$ 369,000
<b>Navajo/Hopi</b>					
Navajo Transit	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
Hopi Senom Transit	\$ -	\$ -	\$ -	\$ -	\$ -
Dine Bii Association	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Toyei Industries	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
Chinle Senior Center	\$ -	\$ -	\$ -	\$ -	\$ -
Shonto Chapter	\$ -	\$ -	\$ -	\$ -	\$ -
Inscription Seniors	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Navajo Veterans	\$ -	\$ -	\$ -	\$ -	\$ -
Hopi CHRs	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
Hopi Voc. Rehab.	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Kykotsmovi Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Moenkopi Seniors	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Moenkopi Youth	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Subtotal	\$ 1,200,000	\$ 365,000	\$ -	\$ -	\$ 1,565,000

**PROGRAM OF PROJECTS - NACOG REGION (2008) (page 2)**

<u>Sub-region</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Coconino</b>					
Helping Hands	\$ -	\$ -	\$ -	\$ -	\$ -
Page Senior Center	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Civitan	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000
Subtotal	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
<b>Total</b>	\$ 3,686,959	\$ 944,667	\$ -	\$ -	\$ 4,631,626

**PROGRAM OF PROJECTS - NACOG REGION (2009)**

<b><u>Sub-region</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Verde Valley</b>					
City of Cottonwood	\$ 825,181	\$ -	\$ -	\$ -	\$ 825,181
City of Sedona	\$ 3,313,681	\$ -	\$ -	\$ -	\$ 3,313,681
Rainbow Acres	\$ -	\$ 96,667	\$ -	\$ -	\$ 96,667
Verde Valley Sr Ctr	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Sedona Com. Ctr.	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 4,138,862	\$ 144,667	\$ -	\$ -	\$ 4,283,529
<b>Apache County/White Mountain</b>					
Four Seasons Conn.	\$ -	\$ -	\$ -	\$ -	\$ -
Springerville/Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Rim Countyr Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Holbrook Senior Ctr		\$ 44,000	\$ -	\$ -	\$ 44,000
AIRES	\$ -	\$ -	\$ -	\$ -	\$ -
Com. Counseling	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Reeves Foundation	\$ -	\$ 137,000	\$ -	\$ -	\$ 137,000
Winslow Aging	\$ -	\$ -	\$ -	\$ -	\$ -
Concho CAN!	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ 225,000	\$ -	\$ -	\$ 225,000
<b>Navajo/Hopi</b>					
Navajo Transit	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000
Hopi Senom Transit	\$ -	\$ -	\$ -	\$ -	\$ -
Dine Bii Association	\$ -	\$ 144,000	\$ -	\$ -	\$ 144,000
Toyei Industries	\$ -	\$ 45,000	\$ -	\$ -	\$ 45,000
Chinle Senior Center	\$ -	\$ -	\$ -	\$ -	\$ -
Shonto Chapter	\$ -	\$ -	\$ -	\$ -	\$ -
Inscription Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Navajo Veterans	\$ -	\$ -	\$ -	\$ -	\$ -
Hopi CHRs	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000
Hopi Voc. Rehab.	\$ -	\$ -	\$ -	\$ -	\$ -
Kykotsmovi Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Moenkopi Seniors	\$ -	\$ -	\$ -	\$ -	\$ -
Moenkopi Youth	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Subtotal	\$ 1,200,000	\$ 299,000	\$ -	\$ -	\$ 1,499,000

**PROGRAM OF PROJECTS - NACOG REGION (2009) (page 2)**

<b><u>Sub-region</u></b>	<b><u>5311- Rural Public Transit</u></b>	<b><u>5310 - E&amp;D Capital</u></b>	<b><u>5316 - Job Access</u></b>	<b><u>5317 - New Freedom</u></b>	<b><u>Total</u></b>
<b>Coconino</b>					
Helping Hands	\$ -	\$ -	\$ -	\$ -	\$ -
Page Senior Center	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Civitan	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
<b>Total</b>	\$ 5,338,862	\$ 712,667	\$ -	\$ -	\$ 6,051,529

## **APPENDIX A REGIONAL STAKEHOLDER MEETING SUMMARIES**

### **NACOG REGIONAL TRANSPORTATION COORDINATION PLAN MEETING**

**Little America Motel – Flagstaff  
December 8, 2006, 9:00 AM**

#### **Meeting Summary**

##### **Attendance**

Barbara Curtis, Navajo Transit  
Leon Nwayestewar, Hopi Elderly Services  
Scott Neissess, Helping Hands Agency  
Gus Lundberg, Four Seasons Connection  
Jon Westergaard, Statewide Express Net  
Hollis Dekker, Page Senior Transportation  
Tracy Candelaria, Concho CAN!  
Linda Jones, Concho CAN!  
June Kellett, Yavapai Sr. Nutrition  
Susan Barrington, Sedona Community Center  
Jerry Wiley, Clarkdale Council  
Curt Bohall, Clarkdale Council  
M. Blacksheep, Navajo AOA  
Phillip Stonecipher, Catholic Charities  
Verna Fischer, Coconino County  
Terry Leet, White Mountain Communities  
Chris Rohem, CCC  
Bob Smith, Community Counseling  
Sharon Pinckard, Town of Edgar/Springerville  
Linda Hanahni, Moenkopi Sr. Center  
Shirley Scott, CATS-Cottonwood  
Jim Wagner, NAIPTA  
Jim Tuck, NAIPTA  
Kathy Chandler, NAIPTA  
Nadia Sperry, Rainbow Acres, Civitan, Moenkopi Senior Center  
Martin Ince, Flagstaff MPO  
Alburt Johnson, Navajo Transit  
Bill Schmitt, Hozhoni Foundation  
Jennifer Key, Hozhoni Foundation



Taft Collateta, Hopi Transit  
Beatrice Norton, Hopi CHR Program  
Carol Poseyesva, Hopi Office of Health Services  
Delta Kindelay, WMAT Elderly Service  
Ron Knights, Coconino Community Services  
Jeff Oakes, Community Counseling Centers  
Chris Fetzer, NACOG  
Dave Cyra, FTA/CTAA Liason  
Steve Rost, ADOT,  
Gregg Kiely, ADOT  
Sam Chavez, ADOT  
Amy Ostrander, Ostrander Consulting,  
Rick Evans, RAE Consultants, Inc.

### **Getting Started**

Chris Fetzer of Northern Arizona Council of Governments (NACOG) opened the meeting and welcomed those present. After Rick Evans of RAE Consultants, Inc. provided an overview of the meeting, Gregg Kiely, Sam Chavez and Steve Rost of ADOT were introduced. Steve provided information about the Safe Routes to School program. David Cyra, representing the Federal Transit Administration and Community Transportation Association of America was introduced. Dave is supporting various states in developing the required Coordination plans. Amy Ostrander, Ostrander Consulting, Inc., a member of the consultant team was introduced.

Rick reviewed the purpose of the workshop which was to begin the process of developing a Regional Transportation Coordination Plan for the NACOG area. Coordination Plans are mandated in the new SAFETEA-LU federal transportation reauthorization legislation. Anyone requesting funding, beginning in 2007, under the Federal Transit Administration (FTA) 5310, 5316 and 5317, and indirectly 5311 and 5307, programs must be included in a Transportation Coordination Plan.

Participants then introduced themselves, including the type of transportation they provide and the location of there service. Based on these introductions, the attendees broke into four groups by areas:

- Flagstaff
- Verde Valley (Cottonwood and Sedona)
- White Mountains (Including Apache County)
- Page/Hopi/Navajo

These groups then discussed issues for their region:

- Existing Providers
- Current Coordination
- Unmet Needs
- Ideas for Coordination

## **Subregion Reports**

### **Flagstaff**

#### Existing Providers

- NAIPTA – Mountain Line, Fixed Route, Van Go, DAR, Shuttle Route to Kochise Village
- Approximately 5 taxicabs
- Several faith-based service
- Cap Civitan – 1 vehicle for recreation
- Catholic Charities – Homeless population, 2 vans
- Northland Facilities – 3-4 vehicles.
- Hozhoni – Developmentally disabled community, 22 vehicles
- American Legion – 2 vehicles
- Coconino Community Services – Seniors/Low income/DD, 5 vehicles
- School district – 150 vehicles
- Nursing homes with vehicles
- Intercity – counseling services, 12 vehicles

#### Current Coordination

- Vouchers: for Taxis/Mountain Line. Guaranteed ride home, special needs
- Charter School students on Mountain Line
- Senior Services on Van go - \$/trip
- Hozoni – contracts with DD/other grants
- Training by NAIPTA, including Sedona and Senior Centers
- Mountain Line and NAU – schedules and bus passes
- Rural Shuttle to Rt. 66 with Fixed Route
- Fuel purchased from City/County bid
- Van Go provides dispatch and driver services to Sedona Senior Center

#### Unmet Needs

- Funding for service area expansion
- Service to Williams
- Regular service to Reservations for special needs
- More buses, drivers
- Low income fares
- More affordable senior transportation.
- Overall increased funding

#### Ideas for Coordination

- More \$\$ to coordinate Van Go with seniors/DD/special needs
- Cut outs on highways
- GPS location systems/on board computers
- Centralized dispatch
- Dedicated transportation tax
- Marketing for transit services
- Mobility manager

- Training Coordination
- Rideshare program

### **Verde Valley**

#### **Existing Providers**

- City of Cottonwood – CATS – Deviated fixed route and DAR. 7 buses, 7 am to 5 pm M-F, Sat. 7 am to 6 pm, serves Cottonwood, Clarkdale and county south of Cottonwood.
- NAIPTA – Roadrunner in Sedona, recent start-up, well received, trying to integrate workers from Cottonwood to Sedona. 4 vehicles
- Yavapai Meals on Wheels – 200 trips a month to Phoenix, Wickenburg for dialysis, medical. 15-20 clients a month
- Sedona Community Center – 3 vans, local transportation for seniors, special needs, delivers over 2,000 meals annually. Great need for emergency transportation during forest fire. Interested in coordinating with entire valley instead of independent communities.

#### **Current Coordination**

- Have a disaster plan for emergencies.
- CATS tied in with NAIPTA, senior center, Head Start, DES, Colleges and Campus
- NAIPTA – Roadrunner just started October 16<sup>th</sup>. Coordination included in plans for Phase II
- Yavapai Meals on Wheels – Neighbor to Neighbor program takes seniors shopping/doctors. Volunteers with own vehicles.
- Clarkdale City Council sees need for employee service to casinos.

#### **Unmet Needs**

- Voucher system for all services
- CATS need \$\$ expand
- \$\$ for Roadrunner to move to Phase II of plan.
- Meals on Wheels – needs van drivers, lack of \$\$, training, training for managing rider medical needs, insurance cost is \$5-6,000 annually. Could County form pool?
- Sedona Community Center - \$\$ for operating costs
- Yavapai Meals on Wheels – no transportation to Prescott, jobs, doctors. Need at least one bus a day. Need to coordinate VA Hospital/Mayo Clinic.

#### **Ideas for Coordination**

- City of Cottonwood/Roadrunner: need Phase 2 (increase service frequency from Cottonwood/Sedona) and Phase 3 (seasonal service to Oak Creek Canyon/Camp Verde) funding
- Focus on routes serving casino, hospital, larger employers

### **Apache County/White Mountain Region**

#### **Existing Providers**

- Community Counseling – 1,800 clients, behavioral health services in all of Navajo County. Client based only serving Show Low, Holbrook, Winslow, Title 19/Medicaid
- Statewide Express – Access service with 5 vans located in Show Low, Snow Flake, Holbrook, Chinle. Medical only
- VFW in Springerville/Meeker. Van not accessible
- Springerville/Edgar – very limited by funding
- Four Seasons Connections – funded by 5311, Show Low and Pine Top
- White River Community – old vans

#### **Current Coordination**

- Limited by distance, lack of funding
- Community Counseling provides vouchers for Four Seasons

#### **Unmet Needs**

- Veterans need additional service.
- County areas just not served at all
- With new Head Start rules for transportation lost this option
- Needs cuts across all services – veterans, seniors, medical assistance

#### **Ideas for Coordination**

- Get County involved in both funding and Coordination
- Inequities of rural human service funding statewide
- Very limited opportunities for Coordination due to lack of operating funds.

### **Page**

#### **Existing Providers**

- Helping Hands Agency – New 5311 (used to be 5310) provider. 8 vehicles, 7 with lifts. Operate 3 fixed routes – one in Page, one from Page to LaCitidel, one to Green Haven (near Utah border). Serve both marinas on Lake Powell – on each side of lake. Carry 135 people per day, mostly seniors, mostly to work. Local/city funding is a major issue. City doesn't provide funds at the moment. Also provides some service to one Navajo chapter.
- Page Senior Center – 2 vehicles, both wheelchair, one is "tired." Somewhat coordinated with "city system" (see above). Serve shut-ins and special needs. Go to Flagstaff and St. George. In past went to Tuba City (100 miles) for dialysis but those two people died so no demand at the moment. 4 9-10 passenger vans.
- Grand Circle Taxi – high cost, low reliability, unattractive service.

#### **Current Coordination**

- Some (low level) information sharing between the two agencies.

#### **Unmet Needs**

- Can't keep up with demand. New service, lots of demand.

- Service needed to Green Haven (near Utah border).

Potential Future Coordination

- More Coordination between the two agencies as well as Coordination with Navajo and Hopi services.
- Get more seniors to transition to public service so senior service can better serve most challenging needs/trips.

**Hopi Nation**

Existing Providers

- Senior Center (Meonkopi) – At intersection of 264/160. Elder service but must give priority to village service. A 501(c)(3) agency, gives them more flexibility compared to tribe operated services. Elders but also others. A new 5310 provider. New van coming, looking for operating dollars.
- Hopi Transit – Fixed route serve, 3 vans. Serve Flagstaff, Keams Canyon/Kykotsmovi. Service Monday thru Friday. Service twice a day.
- Hopi Elderly Services – nutrition, in-home, personal care. Center is in Meonkopi? Serve 1st, 2<sup>nd</sup> and 3<sup>rd</sup> mesas. Transportation to nutrition service. Two 15-passenger vans, one is wheelchair equipped. Need replacement vehicles.. Three Medicaid providers in reservations (Saferide, Native Resources, Altecs, and ?).
- Hopi Health Care – WIC, AHCCCS (medical). CHR Program – 12 passenger van plus wheelchair van for dialysis.

Current Coordination

- Coordinate with CHR.

Unmet Needs

- People fall through the cracks. Not Medicaid eligible but still need medical service – due to income?
- Vehicle replacement
- Need grant writer

Potential Future Coordination

- Talk and work together on Reservation.
- Coordination with other providers.
- Barriers to Coordination – AAA – age 60. Pnp has more flexibility.

**Navajo Nation**

Existing Providers

- Navajo Transit – fixed route service. Serves Tuba city, Window Rock, Kayenta, etc..
- Navajo Senior Center – 3 vans, serve two chapters (? and ?) Meal delivery and transportation. Five senior agencies.

Current Coordination

- Some internal Coordination.

Unmet Needs

- Transit service needed to outlying areas.

Potential Future Coordination

- Internal tribe and with adjacent providers (Hopis and Page).

### **Planning Framework**

An overview of the funding resources supporting transit in rural communities was reviewed. Rick stated that there is new 80% funding available for “mobility management” which could be used to fund staffing for Coordination lead agencies.

Rick then mentioned the problem of getting good up-to-date information on transportation providers in each region. He passed out two items. One was a preliminary summary of information on area providers taken from recent grant applications. Accompanying that was a second sheet which was a one-page Transportation Provider Inventory. He asked those present if they would complete the inventory and send it back to Chris Fetzer at NACOG by Friday, December 29th.

As part of the discussion about transportation needs, Rick passed out a sheet including notes from the 2005 United We Ride workshop conducted in the fall of 2005.

### **United We Ride Assessment**

The group then completed the federal United We Ride Assessment for Communities. The results are presented in Attachment A-1. Because of the various needs, each subregion completed a separate assessment.

### **What’s Coming?**

Rick then briefly reviewed a Program of Projects table which presented his view of where the regions need to end up in the final chapter of this first year of Coordination planning. The table format presented a list of agencies to be funded down the left side and the FTA program funding categories across the top (5311, 5310, 5316, 5317 and 5307). The first year Regional Coordination Plans will need to show each project to be funded, for each agency, under each federal program. Ideally the Coordination Plans will have a three-year planning timeframe.

### **Planning Framework**

A brief discussion then took place regarding the elements included in the framework for Coordination planning. The following topics were addressed, as presented in the handout packet:

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project
- Collaborative planning process
- Transit grant programs
- Coordination plan content

- Project evaluation
- Project schedule

Key points included: 1) the need to involve a broad variety of constituents in the planning process, including funding agencies and rider groups, to the extent possible; 2) the fact that the Coordination planning requirements become more stringent in future years; 3) the availability of “mobility management” as an 80%-funded capital item under the all the FTA programs (including 5307 and 5311); and 4) the need for both ADOT and the regions to come up with specific criteria and priorities for funding under each of the FTA grant programs. Gregg Kiely stated that ADOT will be evaluating both of these issues and will provide information about ranking/priority with the grant application.

### **What Is Coordination?**

The discussion then turned to the various activities that could be included under the definition of “Coordination.” Rick reviewed a sheet from the handout packet which presented a variety of potential activities.

### **Next Steps**

Next steps were then identified for the various participants in the Regional Coordination Plan process.

### **ADOT and Consultant Team**

- Chris Fetzer will send a Transportation Provider Inventory form electronically . This form was provided in hard copy at the meeting and needs to be completed and returned to either electronically or by fax by DECEMBER 29<sup>TH</sup> to Rick Evans with a copy to Chris at NACOG.
- Chris Fetzer will send the Project Planning Worksheet format for providers and/or other others to complete regarding anticipated grant requests for a three-year time period for 2007, 2008 and 2009. This form was provided in hard copy at the meeting and needs to be completed and forwarded to Rick Evans by Friday, January 12<sup>th</sup> with a copy to Chris at NACOG.
- Chris Fetzer will send the four subregions a short list of agenda items prepared by the consultant team to be discussed at the 1-2 follow-up meetings in December and January
- ADOT will develop evaluation criteria and priorities for each FTA funding program.

### **COGS**

- NACOG will refine the list of invitees and compare the list of invitees to the list of actual attendees and attempt to contact additional participants.
- NACOG will monitor the follow-up meetings that were scheduled for each subregion.

### **Local Providers and Other Stakeholders**

- Complete the Transportation Provider Inventory by the end of the year and send it to NACOG and Rick Evans by December 29<sup>th</sup>.
- Prepare preliminary ideas regarding FY 2007 to 2009 FTA grant requests and submit them, using the Project Planning Worksheets to NACOG and Rick by January 14, 2007.
- Attend Subregion meetings:
  - Flagstaff with MPO – Contact Martin Ince
  - Cottonwood – Contact Shirley Scott
  - Hopi/Navajo/Page – Contact Scott Neisess
  - White Mountains/Apache County – Sharon Pinckard

The workshop ended at approximately 12:30 PM.







## **ATTACHMENT A-1     A Self-Assessment Tool for Communities**

COMPLETED BY NACOG ON DECEMBER 7, 2006

FIRST COLUMN, White Mountain/Apache County

SECOND COLUMN, Navajo/Hopi/Page

Each item was rated according to the following: “1”-Needs to Begin, “2”-Needs Significant Action, “3”-Needs Action and “4”-Done Well.

### **Section 1: Making Things Happen by Working Together**

#### **White Mts Navajo/Hopi**

- 1 3 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?
- 1 3 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?
- 1 2 3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?
- 1 2 4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?
- 2 2 5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

### **Section 2: Taking Stock of Community Needs and Moving Forward**

- 1 1 1. Is there an inventory of community transportation resources and programs that fund transportation services?
- 1 1 2. Is there a process for identifying duplication of services, underused assets, and service gaps?
- 1 2 3. Are the specific transportation needs of various target populations well documented?
- 1 1 4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
- 1 2 5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
- 2 2 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
- 1 2 7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve Coordination?
- 1 3 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
- 2 2 9. Is the plan for human services transportation Coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?

1\_\_1\_\_ 10. Is data being collected on the benefits of Coordination? Are the results communicated strategically?

**Section 3: Putting Customers First**

1\_\_3\_\_ 1. Does the transportation system have an array of user-friendly and accessible information sources?

1\_\_3\_\_ 2. Are travel training and consumer education programs available on an ongoing basis?

1\_\_2\_\_ 3. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?

1\_\_3\_\_ 4. Are customer ideas and concerns gathered at each step of the Coordination process? Is customer satisfaction data collected regularly?

1\_\_3\_\_ 5. Are marketing and communications programs used to build awareness and encourage greater use of the services?

**Section 4: Adapting Funding for Greater Mobility**

1\_\_3\_\_ 1. Is there a strategy for systematic tracking of financial data access programs?

1\_\_3\_\_ 2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

**Section 5: Moving People Efficiently**

1\_\_1\_\_ 1. Has an arrangement among diverse transportation providers been created to offer flexible service that is seamless to customers?

1\_\_1\_\_ 2. Are support services coordinated to lower costs and ease management burdens?

1\_\_1\_\_ 3. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?

1\_\_1\_\_ 4. Have facilities been located to promote safe, seamless, and cost-effective transportation services?

COMPLETED BY NACOG ON DECEMBER 7, 2006  
FIRST COLUMN, Verde Valley, SECOND COLUMN, Flagstaff

Each item was rated according to the following: “1”-Needs to Begin, “2”-Needs Significant Action, “3”-Needs Action and “4”-Done Well.

### **Section 1: Making Things Happen by Working Together**

#### **Verde V Flagstaff**

- 3\_\_3.5\_\_ 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?
- 3\_\_3\_\_ 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?
- 3\_\_1\_\_ 3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?
- 4\_\_2\_\_ 4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?
- 4\_\_3\_\_ 5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

### **Section 2: Taking Stock of Community Needs and Moving Forward**

- 2\_\_2\_\_ 1. Is there an inventory of community transportation resources and programs that fund transportation services?
- 1\_\_1\_\_ 2. Is there a process for identifying duplication of services, underused assets, and service gaps?
- 2\_\_1\_\_ 3. Are the specific transportation needs of various target populations well documented?
- 2\_\_2\_\_ 4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
- 3\_\_2\_\_ 5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
- 2\_\_2\_\_ 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
- 2\_\_2\_\_ 7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve Coordination?
- 2\_\_3\_\_ 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
- 1\_\_1\_\_ 9. Is the plan for human services transportation Coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?
- 1\_\_1\_\_ 10. Is data being collected on the benefits of Coordination? Are the results communicated strategically?

**Section 3: Putting Customers First**

- 2.5\_\_2\_\_ 1. Does the transportation system have an array of user-friendly and accessible information sources?
- 3\_\_2.5\_\_ 2. Are travel training and consumer education programs available on an ongoing basis?
- 1\_\_1\_\_ 3. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?
- 3.5\_\_2\_\_ 4. Are customer ideas and concerns gathered at each step of the Coordination process? Is customer satisfaction data collected regularly?
- 2.5\_\_3\_\_ 5. Are marketing and communications programs used to build awareness and encourage greater use of the services?

**Section 4: Adapting Funding for Greater Mobility**

- 1.5\_\_1\_\_ 1. Is there a strategy for systematic tracking of financial data access programs?
- 1\_\_1\_\_ 2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

**Section 5: Moving People Efficiently**

- 1.5\_\_1\_\_ 1. Has an arrangement among diverse transportation providers been created to offer flexible service that is seamless to customers?
- 1\_\_1\_\_ 2. Are support services coordinated to lower costs and ease management burdens?
- 1\_\_2.5\_\_ 3. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?
- 1\_\_2.5\_\_ 4. Have facilities been located to promote safe, seamless, and cost-effective transportation services?

# **NACOG AND FMPO REGIONAL TRANSPORTATION COORDINATION PLAN MEETING**

**Little America Hotel  
2515 East Butler Avenue, Flagstaff, Arizona  
February 27<sup>th</sup> 2007**

## **Meeting Summary**

Thirty-three people attended the February 27, 2006 Regional Transportation Coordination Plan workshop in Flagstaff. At this meeting, the Coordination Plans for both the Flagstaff metropolitan planning area and the rest of the rural NACOG region were addressed. The attendance sheet is attached.

### **Getting Started**

Rick Evans began the meeting and welcomed those present. He introduced Suzanne O'Neil, the consultant team member who would be working with the FMPO plan that day, and the ADOT staff present. He then thanked Chris Fetzer of NACOG for hosting the meeting.

Rick stated that the workshop would be conducted in two parts. In the morning the draft NACOG and FMPO Regional Transportation Coordination Plan would be reviewed and discussed. In the afternoon ADOT staff would review the program application packets for the federal Transit Administration (FTA) 5310, 5316 and 5317 programs. He then asked those present to introduce themselves.

### **General Comments on the Plans**

Prior to reviewing the two draft plans in detail, Rick asked those present to split into two groups. One group would work with Suzanne O'Neill on the FMPO plan. The other group would work with him on the NACOG plan.

It was stated that the draft plans were a good start and Rick thanked the participating agencies for submitting information on their services and for considering new Coordination opportunities. He said that before the plans are finalized by the end of March, two key date items were needed. First it will be important to make sure that all agencies in the region, who are providing transportation services now or who are considering it in the future, participate in the planning process and are included in the plan. Second, it is essential that participating agencies include their anticipated FTA grant requests in the plan. Rick then stated that all necessary information would need to be submitted to him by Monday, March 12, at the latest.

### **Plan Specifics**

After splitting into two groups, each group reviewed the draft plan which addressed their services. Discussions took place regarding needed services, Coordination options and the potential for mobility managers. Each agency commented on the narrative provided on its service as well as what was included in their anticipated grant requests for the next three years. The request was made in both groups to provide additional comments to Rick by March 12, 2007.

### **Next Steps**

Two items were requested from each participating agency by March 12<sup>th</sup>; changes to the existing service descriptions, and information on anticipated grant requests.

The Coordination Plan portion of the workshop ended at approximately 11:30 AM.

COORDINATION  
WORKSHOP

## ATTENDANCE ROSTER

DATE: FEB. 27, 2007

TIME &amp; LOCATION: 10:00 AM - Flagstaff

NAME OF GROUP: NORTHERN AZ REGIONAL COORD. WORKSHOP

NAME	ENTITY YOU REPRESENT	TELEPHONE NUMBER	TOTAL ROUND TRIP MILES
1. <del>Michelle Glasco</del>	<del>Comm. Services</del>	<del>522-7969</del>	<del>10</del>
2. CATHY BROWN	Comm. Services	522-7988	10
3. <del>Scott Crimi</del>	<del>ADOT</del>	<del>602-712-7106</del>	<del>(2)</del>
4. NADA SPERRY	ONITAN E RAINBOW ACRES	221-7291	4
5. Scott Neisesi	Helping Hands Agency - Page	928-695-9596	300
6. Sarah L. Raymundo	Winslow Council on Aging	928-289-3341	130
7. e-mail:	winslowcouncilonaging@yahoo.com		
8. Mike Griffiths	The Guidance Center Mtn	928-289-3341	4
9. Tamara Maguire	Hopi Tribe Foundation	520-7944	5
10. Sandra Montoya	NACOG Head Start - sonve@necog.org	813-5316	5
11. Linda Henahti	Moenkopi Senior Center, AZ	928-289-8039	165
12. Beatrice Norton	Hopi Tribe Health Services	928-737-4344	200
13. Caroline Mangum	Holbrook Senior Center	928-524-4044	200
14. Michelle Hale	AFRES INC.	(928) 527-5220	300
15. Michelle Reeves	Reeves Foundation, LLC	(928) 333-5599	300+
16. e-mail:	info@reevesfoundation.com		
17. Albert Johnson	Navajo Transit Station	928-729-4456	300+
18. Laura Graham	Elderly Outreach - Hopi Res	928-434-2444	200
19. Linda Lee	Dine BIA Assoc. For Disabled Cit.	928-283-3060	300+
20. Lela Ann Sockem	Hopi Tribe - Office of Special Needs	928-734-3412	200
21. Leo R. Began	Chinle Nursing Home	928-679-5216	400
22. GRANT BANGOLDY	" " "	928-679-5534	400
23. Gregg Kiely	ADOT - Public Transp.	602-712-6736	300
24. Karen Francis	Apache County District II	928-729-2141	400
25. Judy Polingumpizua	Hopi Senior Transit	928-784-5245	100+
26. CHRIS ROHREN	C.E.C.	928-532-5315	340
27. Jeff Dakey	Community Counseling Center	928-524-6201	300
28. Tracy Candelaria	CONCHO Community Action Network	928-555-5418	250
29. SHIRLEY SCOTT	COTTONWOOD AREA TRANSIT	928-634-2287	140
30. Jim Hawser	NAIPTA / Roadrunner Transit	928-607-0761	140
31. MABEL BLACKSTEER	NAHATA' DZIL SENIOR CENTER	928-688-3523	315
32. Linda Jones	Concho CAN!	928-337-9339	280
33. Sharon Piskard	Town of Springerville	928-333-2516	360
34. STEVE ROST	ADOT	602-712-8010	300
35.			
36.			
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43.			



## APPENDIX B

### DINE BII ASSOCIATION VEHICLE INVENTORY

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